

# CONSTRUCTION MANAGEMENT PLAN

Land Adjacent to 10 Ferdinand Street, NW1 8ER

OPTICREALM LTD  
V 1.3 (updated 02/02/2015)

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## INTRODUCTION AND DESCRIPTION

This is a proposal for the site known as Land Adjacent to 10 Ferdinand Street, NW1 8ER, North London. The proposed works include construction of a 4 storey residential scheme containing eight flats.

The site is currently vacant.

This document has been produced with reference to the Section 106 Agreement of 7<sup>th</sup> August 2014 between Opticrealm Limited and The Mayor and Burgesses of the London Borough of Camden, and as such satisfies the requirements of section 2.4 and The First and Second Schedules of the Agreement.

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Local Authority. Where appropriate the Project Manager will work with the Council to review the Construction Management Plan should any issues arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter.

## SITE CONTACTS

Site address: Land adjacent to 10 Ferdinand Street, London, NW1  
Planning approval: 2014/0816/P

Person responsible for submitting CMP:  
Mr Nicholas Cockburn, Opticrealm Ltd, 63 York Way, London, N1 9AG

Registered contact address details for the main contractor responsible for undertaking the works:  
Opticrealm Ltd, 62 York Way, London, N1 9AG

Full contact details of the site and project manager responsible for day-to-day management of the works:  
Mr Tim Cockburn, Opticrealm Ltd, 62 York Way, London, N1 9AG t. 020 7278 5619 e. [tim@opticrealm.co.uk](mailto:tim@opticrealm.co.uk)

Full contact details of the person responsible for dealing with any complaints from local residents and businesses:  
Mr Tim Cockburn, Opticrealm Ltd, 62 York Way, London, N1 9AG t. 020 7278 5619 e. [tim@opticrealm.co.uk](mailto:tim@opticrealm.co.uk)

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:  
Opticrealm Ltd, 62 York Way, London, N1 9AG

## ABOUT THE SITE

The site is a restricted, roughly rectangular plot of land adjacent to the highway (Ferdinand Street) and surrounded on three sides by existing residential (Broomfield House and 10 Ferdinand Street) and commercial uses (Levertons).

The site lies at the Southern end of Ferdinand Street, close to its junction with Chalk Farm Road and is indicated on the map below in red.

Access to the site is via an existing dropped kerb opening directly on to Ferdinand Street, a relatively wide 'B' road leading onto Chalk Farm Road (A502).



The development will involve the erection of a four storey building to create 8x residential units (5x2 bed, 1x3bed, 2x1bed).

The site is in close to a number of residential blocks. Immediately adjacent is a residential block of four flats in the same ownership as the subject site. In close proximity lies Broomfield House, a large, purpose built residential block. To the rear of the site lies a commercial unit used by the undertakers Levertons for embalming and the storage of corpses.

There is a small parade of commercial units close to the site on Ferdinand Street.

The site is relatively small and will therefore necessitate careful planning to accommodate construction plant, the storage of materials and welfare accommodation and site office.

The nearest potential receptors are likely to be the four flats at 10 Ferdinand Street immediately adjacent to the site, those flats in Broomfield House that face the site, those flats in Kent House that face the site and the commercial unit immediately to the rear of the site.

On street pay and display and resident permit holder parking is available on both sides of Ferdinand Street, and pay and display parking is available on Ferdinand Place. There are no cycle lanes in the immediate vicinity of the site or for the length of Ferdinand Street. The pedestrian footpath runs on both sides of Ferdinand Street.

Access to the site is via an existing dropped kerb opening directly on to Ferdinand Street, a relatively wide 'B' road leading onto Chalk Farm Road (A502).

Standard working hours for this site will be as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The site will require new connections to the foul water sewer, water supply, gas, and electricity.

An asbestos survey was not required for the site.

## CONSTRUCTION START/COMPLETION DATES

Commencement is due in January 2015.

Enabling works

- Duration: 3 weeks

Main Contract Works

- Duration: 60 weeks

## PROPOSED HOURS IN WHICH VEHICLES WILL ARRIVE AND DEPART

In general the hours in which vehicles will arrive and depart will seek to avoid morning and afternoon peak traffic periods in the area thus: 9.30am to 3.30pm Monday – Friday, and 8am to 1pm on Saturdays. However there may be occasions when heavy/wide loads will need to be delivered and removed from site outside of these hours.

On such occasions an Opticrealm Ltd employee will supervise the visit and will endeavour to notify local neighbours 2 weeks in advance via a Newsletter.

Parking bays that may require temporary suspensions will be organised through the local authority with local residents being informed. Vehicles will generally not be allowed to arrive prior to 8am and wait outside the site.

## ACCESS ARRANGEMENTS FOR VEHICLES

The site lies adjacent to the main carriageway. There is an existing cross over onto the site that will be utilised should a vehicle need access to the site. During this time pedestrians will be guided round the cross over and barriers will be in place to protect public safety.

All vehicles will be controlled by a banksman. A strict delivery procedure will be implemented to ensure that Ferdinand Street does not become impeded with site and/or delivery vehicles. Our banksmen will ensure that traffic flow is maintained at all times.

The Road Marshall will act as banksman when vehicles enter the site. All vehicles will reverse into the site, and reversing out of the site will be avoided.

All sub-contractors and suppliers will be required to give 24 hours' notice of significant deliveries. The movement of materials will also be controlled by our Road Marshall. He/she will be responsible for the coordination and control of all aspects of material deliveries and movement.

## PROPOSED ROUTES FOR VEHICLES

Vehicles will be asked to approach the site using the A502 Chalk Farm Road and entering Ferdinand Street from the South. Vehicles will then be asked to leave the site either to the North turning left on Prince of Wales Road or South and turning left on to Chalk Farm Road.

## SIZE OF VEHICLES

Numerous types of delivery vehicle will be used to bring materials to and from the site. These will include:

- Skip lorries: to include roll on/roll off skips for major demolition works (approx. size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approx. size 7m long and 2.4m wide).
- Ready mix concrete lorries. (approx. size 8.25m long and 2.45m wide).
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).
- Articulated lorries, for the delivery of pre cast concrete units and other cladding components.
- Small "Transit" delivery vans

The projected vehicle movements are approximately 5 per week during the enabling works and 10 per week during the main contract works period.

## TIGHT MANOEUVRES ON VEHICLE ROUTES

We do not envisage any tight manoeuvres at or near the site as the main road adjacent is wide and straight. Vehicles will be asked to approach the site from the south end of Ferdinand Street and leaving towards the north in order to avoid turns in the carriageway.

## ENABLING WORKS



A new electrical connection will be required to the site.

Other enabling works will include the construction of a site welfare cabin that will be located within the site's boundaries to include toilets.

## PARKING AND LOADING ARRANGEMENTS

A strict delivery procedure will be implemented to ensure that Ferdinand Street does not become impeded by site and delivery vehicles. Our road marshals will endeavour to ensure that traffic flow on the street is maintained.

All subcontractors and suppliers will be required to give 24 hours' notice of significant deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by our road marshals. He/she will be responsible for the control and coordination of all aspects of material deliveries and movement.

Vehicles will pull into the site for unloading wherever possible. Materials will be stored within the boundary of the site.

No parking will be permitted on site and all sub-contractors will be informed at the pre order meeting that the surrounding area is for resident parking only. All subcontractors will be encouraged to use public transport wherever possible.

## PARKING BAY SUSPENSION AND TEMPORARY TRAFFIC MANAGEMENT ORDERS

Suspension of resident parking bays will be kept to a minimum and only with the permission of the local authority.

## PROPOSED OVERHANG OF THE PUBLIC HIGHWAY

Scaffolding will be erected around the site. Opticrealm will apply for a license from LBC where appropriate. Should a crane be erected then any crane overhang will be discussed and agreed with the local authority prior to any crane erection.

## DETAILS OF HOARDINGS

The site area and the contractors compound, will be enclosed with a 2.4m high wood hoarding. This will be adapted as necessary, and will be painted dark green or black or as agreed with the local authority.

We will ensure that hoarding panels are maintained and kept clean for the duration of the project. The hoarding will generally be fixed to the scaffolding and where the building sets back, scaffolding will be fixed to an

independent scaffold framework. The scaffolding will be enclosed with a hoarding and we will ensure that a minimum of 1.8m of clear footpath remains open to the public. Every effort will be made to maintain the minimum width of footway required.

## DETAILS OF HOW PEDESTRIAN AND CYCLIST SAFETY WILL BE MAINTAINED

When vehicles are entering or leaving the site, these will be supervised by our road marshals. The general public/pedestrians will have right of way along the pathways that surround the site.

The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time barriers will be put across the pavement to prevent access by pedestrians. These barriers will be manned by our site security.

All delivery vehicles will be supervised/controlled by a banksman. The Site Manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that the pavements and road are kept clear of any debris.

The safety of cyclists will be maintained by ensuring the safe manoeuvre of vehicles by the banksman. In addition, any vehicles occupying a static position on the highway will be coned off to direct cycle traffic safely around any obstacles.

In the event of a complaint arising from the works, individuals will have the opportunity to direct comments to the site office or alternatively directly by telephone to our offices. All contact details will be displayed at the entrance to the site as required by the Considerate Constructors' Scheme. Any individuals visiting site to raise a complaint will be requested to sign-in and our security guard will escort the visitor to the site offices. Our Site Manager will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved as swiftly as possible. A record will be maintained of any comments and/or complaints.

## MANAGEMENT OF TRAFFIC TO REDUCE CONGESTION

The Site Manager will be responsible for the day to day management of all deliveries to the site. These will be booked in using a Delivery Schedule so as to prevent lorry congestion to the road network that surrounds the site. Should an unscheduled lorry/vehicle arrive, the vehicle will be turned away.

Wherever possible vehicles will be brought onto site keeping the roads free for general traffic movement. In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.

We will encourage our sub-contractors to use public transport to travel to site. We will also inform potential subcontractors that parking is very restricted in the local area and that residents parking bays are unavailable for use. We will monitor parking, particularly on roads in close proximity, to ensure offsite parking is dealt with considerately.

## REDUCING THE IMPACT OF ASSOCIATED TRAFFIC

The number of vehicle movements will be kept to a minimum by ensuring that only full loads are delivered and any waste removed from site will be done so in the largest containers possible thereby reducing the number of waste trucks associated with the site. Waste will be consolidated as much as possible on site so that the space it takes up in the vehicles is minimal.

## CONTROL OF NO<sub>x</sub>, PM<sub>10</sub> AND CO<sub>2</sub> EMISSIONS AND THE AVOIDANCE OF NUISANCE AND DUST COMPLAINTS

See Appendix 1 for the control of dust and emissions method statement and green fleet management plan.

## NOISE LEVELS

Any noisy operations outside the standard hours cannot be undertaken without prior written approval of the Local Authority.

### ABATEMENT NOISE TECHNIQUES.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'. When dealing with tall buildings, 3D modelling should be used to predict noise levels and Part 2 vibration (in the case of basement/underground works).

### MONITORING NOISE LEVELS

The main Contractor 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 Construction/Demolition Management Plan.

Noise attenuation screening to 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 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.

Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling have previously been agreed with London Borough of Camden in writing.

Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or 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.

## CONTROL OF DIRT AND DUST ON THE PUBLIC HIGHWAY

It is recognised that mud and debris on the road is one of the main environmental nuisances and safety issues arising from construction sites. Opticrealm will make provision to minimise this problem.

In the early stages of the project when demolition and ground works are being carried out, wheel washers will be used to wash down all vehicles that enter/leave the construction site.

We will also make provision for cleaning of the road if required by an approved road sweeper.

We will insist on all muck away lorries being fully sheeted to minimise the risk of any mud over-spilling onto the highway.

## VIBRATION LEVELS

In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e.  $1\text{mm s}^{-1}$  PPV for potential disturbance in residential and using a suggested trigger criteria of  $2\text{mm s}^{-1}$  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, which is not the case in this instance.

## RODENT CONTROL

Contractors shall take the necessary measures to ensure proper control of rodents.

Normally, 28 days prior any building works are being carried out the contractors shall submit a method statement on how the destruction/dispersion of rodents will be controlled during demolition works. However, in this case no demolition work is proposed.

At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal). Existing/new drainage will be sealed during the construction process with drainage bungs where an interceptor trap has yet to be installed.

## DETAILS OF CONSULTATION WITH LOCAL BUSINESSES OR NEIGHBOURS

We will take all necessary steps to ensure that the local community and environment are considered throughout the period of construction.

A draft copy of this Construction Management Plan has been sent to local residents, businesses, Councillors and business groups asking for comments thereon. A list of consultees can be found at Appendix 8. Comments are recorded at Appendix 9. Where appropriate the CMP has been amended in response to these comments. Where it is not possible to incorporate the views of consultees or where these might not be appropriate, clear reasons for their exclusion will be given. All comments will be recorded.

The site team will endeavour to build good community relations with all neighbouring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Representative). This single point of contact will be established for all communications with the public. The name of this individual will be displayed on the Site Board and will be included on newsletters to local residents and businesses.

We will deliver regular Newsletters keeping our neighbours up to date with what has and will happen on site. We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed. This may include items such as out of hour's delivery of large items of plant such as piling rigs etc.

Information boards will be displayed on the site hoarding which will identify the key personnel on site including their contact details. The regular newsletters will also highlight the key personnel and their contact details. In the event of a complaint the Community Liaison Manager will respond by return or as soon as practical. Any complaints will be recorded, all actions tracked and each item closed out to the satisfactory agreement of all parties.

We are not able to give a name or contact details for the Community Liaison Manager or Site Manager at this time as they have yet to be appointed to the project. This information will be updated in due course. For the time being all queries should be directed to either Mr T Cockburn or Mr N Cockburn of Opticrealm Ltd (t. 020 7278 5619).

The Health, Safety and Environment Project Induction will highlight the requirements set out in the Considerate Constructors Scheme and in Opticrealm's own project procedures.

#### UPDATE 19.12.2014

Following the consultation with neighbours, local businesses and the local councillors, comments were only received from one party, Cllr Alison Kelly. Her comments are available at Appendix 9.

Following the receipt of her comments a further 22 properties were consulted on the Draft Construction Management Plan. However, Cllr Kelly's suggestion of working hours being restricted to 10am-4pm Mon-Fri were not adopted as such a measure would affect the scheme viability, extend the timetable considerably and in any case were felt unnecessarily burdensome.

## WORKING GROUP AND COMMUNITY LIAISON

A Construction Working Group will be set up if requested by local residents or local Councillors.

Prior to work commencing we will send out letters to the neighbours informing them of what will be happening and giving them our contact names and telephone numbers. This will include a 24hr emergency 'hotline'.

We shall keep residents and others informed about planned disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

A Contact Board shall be displayed prominently containing the contact details of the person responsible for community liaison; 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.

The Contact Board shall include the following materials:

- The title 'Contact Board'
- Name of the main contractor, address and person to whom correspondence should be addressed.
- Name of the site manager.
- Month and year of completion of works.
- 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.
- We shall 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 Noise and Licensing Enforcement Team on 0207 974 4444.
- Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made 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.

As part of the consultation process, if local residents and/or local councillors feel that it would be beneficial, a construction working group will be set up.

## CONSIDERATE CONSTRUCTORS SCHEME

Opticrealm Limited is registered with the Considerate Constructors' Scheme and will ensure that this site is registered with the scheme.

We will also follow the advice contained within the "Guide for Contractors Working in Camden", a copy of which is reproduced at Appendix 10.

## OTHER CONSTRUCTION SITES IN THE LOCAL AREA

We are currently not aware of any other construction sites in the immediate local area, however should we become aware of any, we will endeavour to get in contact so that any large vehicle manoeuvres or road works will not take place at the same time.

## LARGE VEHICLES

All contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet all of the following conditions:-

1. Operators must be a member of TfL's Fleet Operator Recognition Scheme ([www.tfl.gov.uk/fors](http://www.tfl.gov.uk/fors)) or similar at the Bronze level.
2. All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.
3. All vehicles associated with the construction of the Development must:
  - Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
  - Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
  - Have a Class VI Mirror
  - Bear prominent signage on the rear of the vehicle to warn cyclistsof the dangers of passing the vehicle on the inside.

## TARGETING ZERO HAZARDOUS WASTE TO LANDFILL

As part of our environmental approach we seek to source materials from local companies provided that specification requirements and costs are met. No hazardous waste will be sent to landfill site.

## ENERGY USAGE

Where practicable, we seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored and displayed in graph format in the site office.

## FUEL CONSUMPTION

We strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

## WASTE MANAGEMENT

The Site Manager will be responsible for the waste management at the site. This contractor is responsible for:

- Ensuring the site is kept clean and safe.
- The collection of waste from a central point.
- Segregation of waste on site and send to recycling plants.

The waste management contractor will ensure that all access routes, fire escapes and staircases are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project. All general areas of the project will be swept clean on a daily basis.

Sub-contractors will be responsible for removing waste emanating from their works to a central point on site.

## CONTAMINATION

An initial soil investigation was enhanced by a second soil investigation undertaken on 13<sup>th</sup> January 2015, and a total of five bore holes have been sampled and tested. The depths and descriptions of the strata encountered in the boreholes are given on the borehole records which were included with the Albury SI letter of 27<sup>th</sup> January 2015. These records note the depths at which samples were taken and any groundwater observations noted at the time of the fieldworks.

Whilst no significantly elevated levels of contamination were identified as part of the original site investigation, precautionary remedial measures were proposed at that time. It is considered that following the results of the additional testing, the proposed remedial measures remain appropriate. For further details, please refer to report 14/10184/NAM – Rev 2 and the Remediation Method Statement, 14/10184/A/NAM – Rev 1.

## TREE PROTECTION AND MANAGEMENT

There is a tree in a neighbouring property that is close to the site. It is approximately 3 metres from the site. The hoarding opposite this tree will be reinforced and the path between the site and the tree will remain untouched. The path between the site and the tree will act as protection of the roots and will not be disturbed.

Where the tree's branches come close to the site any scaffolding and hoarding will be erected under consultation with an arboriculturalist to avoid damaging the tree. Should it be necessary Opticrealm will discuss the feasibility of erecting a hoarding directly around the tree's trunk with LBC, however given that the tree is some distance away and that it lies behind a hedge, iron railings and a concrete footpath this should not be necessary.

The Site Manager will be responsible for ensuring any of the protection in place for the tree is maintained and kept in good order. These will be inspected on a regular basis and should any damage occur to the protection it will be replaced as soon as possible. Any construction method that is chosen will be managed so that the tree is not put at risk in any way.

The contents of the Construction Management Plan will be complied with unless otherwise agreed with the Local Authority. The project manager will work with the Council to review this Construction Management Plan if issues arise in relation to the development. Any future revised plan must be approved by the Council.

It should be noted that any agreed Construction Management Plan does not prejudice further agreement that may be required for items such as road closures or hoarding licences.

Signed for and behalf of Opticrealm



..... Date.....  
Tim Cockburn – Project Manager

Signed for and behalf of London Borough of Camden

..... Date.....

# APPENDIX 1

## CONTROL OF DUST AND EMISSIONS METHOD STATEMENT

### INTRODUCTION

It is essential to have effective dust and emission control measures in place for every dust generating activity carried out on site, not only to protect the health and safety of the on-site workforce, but also members of the public in the locality.

In order to successfully control demolition and construction activity, it is important to evaluate the risk from pollutants emitted from site. It is envisaged that this approach will bring additional benefits, such as a reduction in the number of nuisance complaints; the majority of which relate to dust and noise emitted from construction activities.

### SITE EVALUATION

This method statement and site evaluation has been undertaken with reference to *The control of dust and emissions from construction and demolition (Best Practice Guidance)* document produced by the Mayor of London in partnership with London Councils.

According to the *Best Practice Guidance* site evaluation guidelines, the site at Land Adjacent to 10 Ferdinand Street, NW1 8ER is classified as a “low risk site” as it is concerned with:

- development of up to 1,000 sq m of land
- development of less than ten properties
- potential for emissions and dust to have an infrequent impact on sensitive receptors

### SUMMARY OF WORK TO BE CARRIED OUT

Construction of a four storey residential block including associated ground works, piling and foundations on existing cleared site.

### DESCRIPTION OF SITE LAYOUT AND ACCESS



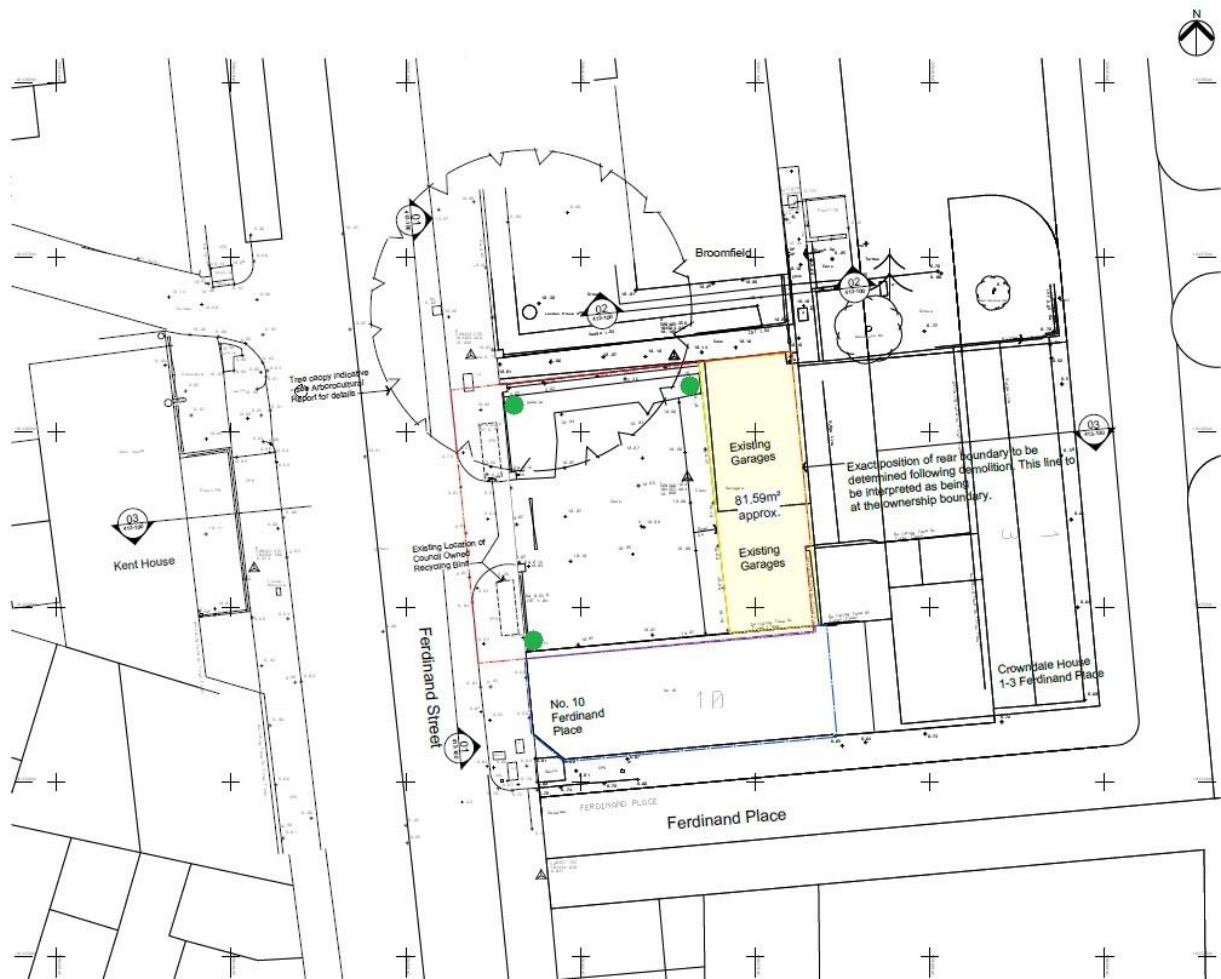
The site is a restricted, roughly rectangular plot of land adjacent to the highway and surrounded on three sides by existing residential and commercial uses.

Access to the site is via an existing dropped kerb opening directly on to Ferdinand Street, a relatively wide 'B' road leading onto Chalk Farm Road (A502).

The location of site equipment, welfare accommodation and storage will need to be flexible due to the restricted nature of the site.

Water will be supplied via the mains network. Drainage will be temporarily via the existing 100mm gulley until the new combined foul and surface water sewer connection is established.

#### SITE PLAN INCLUDING LOCATIONS OF AIR QUALITY MONITORING EQUIPMENT



The red line drawing on the above plan indicates the extent of the site, with the proposed positions of air quality monitoring equipment indicated by the green dots.

As the site area is only approx. 310m<sup>2</sup> the locations of both dust generating activities and plant equipment associated with emissions to air will have to be flexible, and indeed for the purposes of this exercise the whole site should be considered as a possible location for these activities.

#### INVENTORY AND TIMETABLE OF DUST GENERATING ACTIVITIES

The following constitutes a specific timetable for development:

- Enabling works – 3 weeks
- Foundations/piling & ground floor slab – 4 weeks
- Concrete/steel frame – 16 weeks
- Facades/cladding incl fenestration – 12 weeks
- First fix installation – 12 weeks
- Second fix installation – 12 weeks
- Snagging & final finishes – 4 weeks

The following activities have been identified as having the potential for dust and NO<sub>x</sub> generation with an indicative timetable included for each:

- Cutting, sawing and grinding – minimal amounts throughout the period of development but particularly during first fix.

- Planing and sanding – during first and second fix.
- Surface of roads – throughout the period of development during dry weather
- Vehicles – risk of dust from visiting vehicles and materials delivery will be present throughout development
- Site entrances – risk of dust being spread outside the boundary of the site by visiting vehicles will be present throughout development
- Earthworks – risk of dust produced as a result of piling within the piling phase of the development.
- Stockpiles – risk of dust produced as a result of stockpiles of earth within the piling phase of the development.
- Waste disposal and storage incl skips – some risk of dust dispersal from the storage of waste material on site throughout the period of development. No fires permitted on site.
- Plastering / rendering – during first and second fix phases.
- Vehicle and plant exhaust emissions – throughout the period of development.

#### LIST OF DUST AND PARTICLE EMISSION CONTROL METHODS

The following methods will be employed to control dust and particle emissions on site:

##### Demolition

- Not applicable

##### Contaminated Land

- There is no concrete ground floor slab on site.
- Investigation works completed at the site to date did not note the presence of any significant contamination. Moreover, no evidence of a vapour risk or landfill gas potential has been identified at this site. Albury SI Report 14/10184/NAM – Rev 2 should be read in conjunction with this method statement.
- A large proportion of the site will be covered by the proposed structure or by permanent hard landscaping. In these areas no viable pathway for the migration of contamination will exist and no specific remedial measures are required. However, in all areas of soft landscaping, primarily comprising a communal garden, it will be necessary to remove a minimum 600mm of soil. Once the soil is removed, a geo-membrane will be installed at the reduced level to act both as a physical barrier to further excavation and to prohibit intermixing of imported soils and soils at greater depth.
- Risings from foundation piling to be removed and disposed of under license. Soil to be kept covered where possible to avoid the dissemination of dust particles in dry weather.
- Water dust suppression mists will be utilized during the piling process if necessary to reduce the risk of the spread of Lead or asbestos particles.
- As soon as practically possible after the piling, a concrete blinding cap will be installed to prevent any further erosion or spread of contaminants.
- All site operatives will be expected to wear Personal Protective Equipment including filtering face piece (FFP3) devices to avoid the risk of inhaling contaminants prior to the installation of the concrete cap.
- It will be necessary to import materials to return the excavated areas back to original site level and to form an engineering capping layer. The engineering capping layer should comprise of the following components listed in Table 1 of the Remediation Method Statement submitted to the Council and is based upon guidance presented in BR 465 (2004).
- A minimum 200mm of the imported materials should comprise topsoil, to act as a growing medium. The granular subsoil utilised should comprise clean approved fill from a natural source. Installation of a geotextile membrane at the lower horizon of the granular layer will provide a physical barrier to excavation as well as prohibiting intermixing of the imported soils with those present at depth. The geotextile should also be permeable to prevent issues with water retention. It should be ensured that all

imported materials are free from contamination and that all delivery and source documentation is retained.

- Once the landscaping works have been completed, a Validation Statement will be issued. This will provide all the relevant documentary evidence, photographs, waste disposal/transfer dockets etc, as well as details of the volumes of soil removed from and imported to site. The validation is Report No 14/10184/NAM – Rev 2 Page 4 of 5 generally undertaken towards the end of the development process, after the majority of the construction works are complete. This limits the potential for recontamination of any imported materials.
- It will be ensured that during all stages of the redevelopment of the site, a watching brief be maintained by the site operatives. Consequently, should any materials suspected of containing contamination be encountered at any stage of the development, they be inspected by a suitable specialist. Further analysis can then be undertaken, if required, and the remedial plan be amended if appropriate. It would also be prudent for the site operatives to keep their own photographic record of all stages of the development.

#### Pre-site preparation

- Machinery, fuel and chemical storage and dust generating activities to be located away from the site boundaries and sensitive receptors.
- Effective barriers to be installed around the site as a whole and dusty activities in particular.
- Site hoarding to surround the site, with hoarding to be wet cleaned a minimum of once a week.
- All scaffold to be installed with dust sheeting externally.
- Site personnel to be trained in dust mitigation.

#### Haul routes – surface of roads

- Roads in the immediate vicinity are all consolidated surfaces and therefore unlikely to produce significant levels of dust.

#### Haul routes – damping down

- Use of wet cleaning methods or mechanical road sweepers (where necessary) on all roads during periods of dry weather.
- Clean down road edges and pavements using wet cleaning methods.

#### Haul routes – vehicles

- Wash or clean all vehicles effectively before leaving the site on an area of hard standing.
- All loads entering or exiting site are to be covered.

#### Site entrance/exit

- Wash or clean all vehicles effectively before leaving the site on an area of hard standing.
- All loads entering or exiting site are to be covered.

#### Excavation and earthworks

- All dusty activities should be damped down especially during dry weather.
- Temporarily cover earthworks if possible.
- Minimise drop heights to control the fall of materials.

#### Stockpiles and storage mounds

- Make sure that stockpiles exist for the shortest possible time.

#### Cutting, grinding and sawing

- Ideally these activities will be kept to a minimum by purchasing pre-fabricated materials.
- Provide dust extraction or integrated damping measures.
- Where the above is not practical/possible a second worker can damp down using water from a bottle over the material being cut to reduce the amount of dust generated.

#### Chutes and skips

- Securely cover skips.
- Minimise drop heights to control the fall of material.
- Regularly damp down surfaces with water.

#### Waste disposal

- No burning of any material is permitted on site.
- All excess material should not be wasted but either used, reused or safely removed from site.

#### Dealing with spillages

- Use bunded areas wherever practicable.
- Regularly inspect the site for spillages.
- Spillage kits readily available.
- Clean spillages using wet handling methods.
- Vacuum or sweep regularly to prevent the build up of fine waste dust material.
- Inform the Environment Agency, London Fire and Emergency Planning Authority (LFEPA) or the Health Protection Agency (HPA) if harmful substances are spilled.

#### Hazardous or contaminated materials

- Full COSHH information available on site.
- PPE used in situations where the use of volatile organic compounds (VOCs) are unavoidable.
- Use of low emission products where possible.

#### Planing and sanding

- Use fans and/or filters, dust suppression techniques and water sprays.

#### Fitting out

- Fit all machinery for activities such as plastering, sanding or rendering with dust suppression/collection equipment.
- Vacuum all waste material.

#### Welding and soldering

- Follow controls detailed in HSE guidance notes EH54 and EH55

#### Use of bitumen

- Do not overheat bitumen.
- Use great care in all processes to prevent spillages and extinguish any accidental fires immediately.

## EMISSION CONTROLS FOR VEHICLES AND PLANT

Emissions from vehicles associated with construction sites can significantly add to levels of local air pollution, so it is important that best practical means of reducing vehicle emissions are adopted.

### On-road vehicles

- Ensure all on road vehicles meet the criteria for the low emissions zone.
- Ensure no vehicles are left running unnecessarily either on site or adjacent to site.

### Off-road vehicles and plant

- All NRMM should use fuel equivalent to ultra low sulphur diesel (ULSD), especially where a bunkered fuel supply is available.

### Additional plant and vehicle controls

- No vehicles or plant will be left idling unnecessarily.
- NRMM (vehicles and plant) should be well maintained. Should any emissions of dark smoke occur (except during start up) then the relevant machinery should be stopped immediately and any problem rectified before being used.
- Engines and exhaust systems should be regularly serviced according to manufacturer's recommendations and maintained to meet statutory limits/opacity tests.
- All vehicles should hold current MOT certificates where required.
- Vehicle exhausts should be directed away from the ground and positioned so they are not directed at site entrances.
- Locate plant away from the boundaries close to residential areas.

## SITE MONITORING

This section specifies air quality monitoring protocols that should be followed according to the identified low risk of the site.

- Throughout the Construction Phase continuous particulate matter (PM10) monitoring shall be undertaken. Two instruments will be deployed at the site boundary in a transect orientated to the prevailing wind direction, with a third monitor located at the nearest sensitive receptor. One monitor shall be co-located with an anemometer.
- Monitors will be subject to regular maintenance and calibration.
- PM10 data shall be collected automatically on an hourly basis.
- A trigger action level for PM10 concentrations of  $200\mu\text{g}\cdot\text{m}^{-3}$  (15 minute average) shall be used to identify incidences of elevated dust emissions at the site boundary. The development will comply with the trigger action throughout the demolition and construction phase.
- An on-site alert system (email or SMS) shall be in place to notify the Site Manager that the trigger action level has been reached. Immediate and appropriate measures will be put in place to rectify abnormal particulate emissions. All incidences of abnormal particulate emissions leading to breaches of the trigger action level shall be documented in the site log book with details of actions taken to remediate dust emissions.
- An email specifying details of any alert to be sent to the Council's air quality officer as soon as practicable following any such breaches.
- An electronic report shall be submitted to the Council's air quality officer every three months summarising the following information from each monitoring site: 24hr average PM10 concentration,



date and time of any breach of the trigger action level with the 15 minute mean concentration, prevailing wind direction and details of the cause of elevated dust emissions and mitigation measures.

- The Council shall be notified of any changes to the location and operation of dust PM10 monitoring instrumentation.
- A 24 hour hotline shall be set up so that residents can complain about high dust or PM10 levels directly to Opticrealm Ltd.

#### AIR MONITORING PROTOCOL

- Three PM10 monitors will be installed at the locations shown on the above site plan, connected to an on site hub that will record the data from all stations on an hourly basis. Where possible, this data will also be stored on line.
- Monitors will be inspected visually on a daily basis for signs of damage.
- Monitors will be maintained and re-calibrated in line with manufacturer's recommendations.
- A trigger action level for PM10 concentrations of 200µg.m-3 (15 minute average) shall be set.
- In the event that the trigger action level is reached both an email and sms will be sent to the site manager and the Opticrealm Ltd offices. At this point all work will cease on site in order that the site manager may ascertain the cause of the elevated readings and take appropriate action based on his findings. No work will recommence until action to reduce PM10 levels has been taken.
- An email will be sent to [ppp@camden.gov.uk](mailto:ppp@camden.gov.uk) and [info@opticrealm.co.uk](mailto:info@opticrealm.co.uk) informing of the breach of the trigger action level, with a brief description of why the level was breached and the action taken to remedy the situation.
- A signed entry will be made in the site log book with full details to include date, time, level, cause, and remedial action.
- A report will be submitted to [ppp@camden.gov.uk](mailto:ppp@camden.gov.uk) on each of the quarter days summarising: 24hr average PM10 concentration, date and time of any breach of the trigger action level with the 15 minute mean concentration, prevailing wind direction and details of the cause of elevated dust emissions and mitigation measures.
- Should it become necessary to alter the location of air quality monitoring equipment, the Council will be notified by way of an email to [ppp@camden.gov.uk](mailto:ppp@camden.gov.uk)
- A 24 hr hotline will be made available to members of the public in line with the requirements of the Considerate Constructor Scheme. This telephone number will be displayed on the hoardings surrounding the site. Any comments/complaints will be recorded.

#### GREEN FLEET MANAGEMENT PLAN

Green fleet management involves managing vehicles with a view to minimising their fuel use, emissions and costs. The most significant emissions are:

- Carbon dioxide (CO2)
- Nitrogen dioxide (NO2) or nitrogen oxides (NOx)
- Particulate matter (PM)

Whilst it should be noted that this is a restricted site with limited opportunity for the use of onsite construction vehicles, every effort will be made to ensure compliance with the Green Fleet Management Plan and the commitment to exceed a like-for-like 10% reduction in tail-pipe CO<sub>2</sub> emissions over the duration of the construction phase.

This Green Fleet Management Plan has been prepared with close reference to the Energy Saving Trust's document *Managing Your Vehicles More Efficiently*.

### Vehicle Selection

No vehicles will be purchased for the site, however when selecting a vehicle, plant or non-road mobile machinery (NRMM) for hire the following factors will be taken into consideration:

- Requirement to comply with the Euro 4 emissions standard as a minimum.
- A high fuel economy (mpg).
- A low CO<sub>2</sub> rating.

Wherever possible, alternative to petrol or diesel engines will be considered. The alternatives to conventional petrol and diesel fuelled vehicles have advantages and disadvantages. Environmental, economic, technical and operational factors need to be assessed on a case by case basis. Alternatives include:

- Pure electric vehicles
- Plug-in hybrid vehicles
- Extended-range electric vehicle
- LPG vehicles

### Fuel Management

Whilst it has already been recognized that Opticrealm Ltd will not operate on-road vehicles in connection with this site, the company acknowledges that fuel contributes 25-30% to a vehicle's whole-life costs and is rising. It is not a fixed overhead that has to be accepted, it is a controllable cost that varies according to vehicle type, driving style, vehicle maintenance and mileage. An accurate system for monitoring the fuel economy (mpg) of individual vehicles and drivers is key to maximising the performance of vehicles and minimising their fuel consumption. As a result all suppliers will be encouraged to their own Green Fleet Management Plans and to supply the same to Opticrealm Ltd wherever possible.

Non-road mobile machinery (NRMM) will use ultra low sulphur tax-exempt diesel and will be fitted with appropriate exhaust after-treatment such as catalysts, diesel particulate filters wherever possible.

Low emission plant will be fitted with catalysts, diesel particulate filters or similar devices wherever possible.

Diesel / petrol powered generators will not be used unless in exceptional circumstances as the site is connected to the mains electricity supply.

All plant/vehicles will be located as far as practical from the closest receptors. All plant/vehicles will be serviced in accordance with manufacturers' guidelines to ensure maximum efficiency.

All vehicles to be switched off when not in use.

### Mileage Management

Opticrealm Ltd will not possess or hire on-road vehicles in connection with this site.

There will be no parking available on site, and no roadside parking made available specifically for visitors to the site. Contractors and sub-contractors will be encouraged to use public transport to access the site.

## APPENDIX 2

### SITE WASTE MANAGEMENT PLAN

Land Adjacent to 10 Ferdinand Street, NW1 8ER

OPTICREALM LTD  
NOVEMBER 2014

## PROJECT INFORMATION AND RESPONSIBILITIES

Project name	Land adj 10 Ferdinand street
Project ref.	Land adj 10 Ferdinand street
Principal Contractor	Opticrealm Ltd 62 York Way Kings Cross London N1 9AG Tel:020 7278 5619
Client	Opticrealm Ltd 62 York Way Kings Cross London N1 9AG Tel. 020 7278 5619
Project Manager	Tim Cockburn Opticrealm Ltd tim@opticrealm.co.uk Tel, 07956 140521
Site manager	Raf Rymarski Opticrealm Ltd raf@opticrealm.co.uk Tel, 07776300748
Description of construction works including floor area of the project	Construction of 8 flats
Construction type (i.e. masonry, timber?)	Load Bearing Masonry
Location	Land adj 10 Ferdinand street, London, NW1 8ER
Estimated project cost	£ 1,200,000
Project timescales	Start date: 01 February 2015 End date:2 April 2016
Who is responsible for drafting the SWMP	Nick Cockburn Opticrealm Ltd t. 020 7278 5619 e. nick@opticrealm.co.uk
Who is responsible for implementing the SWMP	Raf Rymarski Opticrealm Ltd raf@opticrealm.co.uk Tel, 07776300748
Will there be a waste champion on site? If so, please identify the individual	Raf Rymarski Opticrealm Ltd raf@opticrealm.co.uk Tel, 07776300748
Where will the SWMP be kept?	In the Site Office
Project classification	Residential: Flats

**Declaration statement:**

The Client and Principal Contractor will take reasonable steps to ensure that-

- (a) all waste from the site is dealt with in accordance with the waste duty of care in section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) regulations 1991; and
- (b) materials will be handled efficiently and waste managed appropriately.

☒ Tick box to agree

Client signature:  Opticrealm (electronic)	Print name:  	Date:  05/11/2014
Principal Contractor signature:  Opticrealm (electronic)	Print name:  	Date:  05/11/2014

## WASTE MINIMISATION OPPORTUNITIES

Decision Type	Waste Minimisation Decision Taken	By Whom	Intended Results
Construction method	Re-use remaining concrete slab as piling mat, then leave in situ beneath ground floor slab	Principal Contractor	To reduce the amount of waste produced from demolition by 100% and reduce materials required for construction.
Construction Method	To segregate Gypsum waste on site	Principal Contractor	To increase recycling rates and promote reuse
Construction Method	To segregate timber waste on site	Principal Contractor	To increase recycling rates for this material
Construction Method	To use returnable pallets where possible	Principal Contractor	To reduce timber (pallet) waste on site by 95%
Construction Method	Ensure all excavated arisings (soil & stone) are taken away for re-use / recycling.	Principal Contractor	Achieve 100% re-use / recycling for this material.

## FORECAST OF WASTE TYPES AND AMOUNTS

Work Package	Type of Waste	Estimate amount (tonnes)
Groundworks & Excavation	Inert (17 01 07)	120.00
Construction	Mixed (17 09 04)	2.00
Construction	Bricks (17 01 02)	0.10
Construction	Concrete (17 01 01)	0.25
Construction	Timber (17 02 01)	1.00
Construction	Gypsum (17 08 02)	0.50
<b>Total:</b>		<b>123.85</b>

## WASTE MANAGEMENT ROUTES

Waste type	Location	Reduce	Reuse	Recycle	Recover	Dispose
Hazardous (17 09 03*)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	0 %	0 %	100 %
Mixed (17 09 04)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	80 %	0 %	20 %
Inert (17 01 07)	On-Site	0 %	0 %	100 %	0 %	0 %
	Off-Site	0 %	0 %	0 %	0 %	0 %
Gypsum (17 08 02)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	100 %	0 %	0 %
Metals (17 04 07)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	100 %	0 %	0 %
Timber (17 02 01)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	90 %	0 %	10 %
Hazardous (17 09 03*)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	0 %	0 %	100 %
Inert (17 01 07)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	100 %	0 %	0 %
Mixed (17 09 04)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	85 %	0 %	15 %
Bricks (17 01 02)	On-Site	0 %	0 %	100 %	0 %	0 %
	Off-Site	0 %	0 %	0 %	0 %	0 %
Concrete (17 01 01)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	100 %	0 %	0 %
Timber (17 02 01)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	90 %	0 %	10 %
Gypsum (17 08 02)	On-Site	0 %	0 %	0 %	0 %	0 %
	Off-Site	0 %	0 %	100 %	0 %	0 %
<b>Overall target</b>		<b>0 %</b>	<b>0 %</b>	<b>100 %</b>	<b>0 %</b>	<b>0 %</b>
<b>Total tonnes</b>		<b>0</b>	<b>0</b>	<b>123.35</b>	<b>0</b>	<b>0.5</b>



## DUTY OF CARE COMPLIANCE CHECK

### Hazardous waste registration information:

Not registered as a hazardous waste producer

### Waste carrier details:

Waste Carrier Name	Waste Carrier Licence Number	Issue Date Expiry Date	Copy Licence	Waste Site Taken To	Waste Management License/ Issue Date	Waste Transfer Note Storage Location	Recycling rate	Copy Licence
B P Mitchell Haulage Contractors Ltd	CB/GN5874SH	05/12/2012 04/12/2015	<input checked="" type="checkbox"/>					<input type="checkbox"/>
GRS Roadstone Ltd	CB/EP3916RT	06/10/2009 02/04/2016	<input checked="" type="checkbox"/>	Woodland Environmental Ltd (Letchworth Golf Club)	EPR/AB3200LV 27/11/2013	In the Site Office		<input type="checkbox"/>
McGrath Bros (Waste Control) Ltd	CB/DP3995PC	16/05/2013 15/05/2016	<input checked="" type="checkbox"/>	McGrath Bros (Waste Control) Ltd (Hepscott Road)	WML 80614 30/04/2004	In the Site Office		<input checked="" type="checkbox"/>
P B Donoghue (Haulage & Plant Hire) Ltd	CB/VP3198PD	05/06/2013 04/06/2016	<input checked="" type="checkbox"/>	P B Donoghue (Haulage & Plant Hire) Ltd (Donohue's)	80294 19/10/1993	In the Site Office		<input checked="" type="checkbox"/>

### Recycling rates:

Destination Waste Site	Waste Type	Recycling Rate (%)
McGrath Bros (Waste Control) Ltd (Hepscott Road)	Default	75.00
McGrath Bros (Waste Control) Ltd (Hepscott Road)	Inert (17 01 07)	100.00
McGrath Bros (Waste Control) Ltd (Hepscott Road)	Mixed (17 09 04)	80.00
McGrath Bros (Waste Control) Ltd (Hepscott Road)	Timber (17 02 01)	90.00
McGrath Bros (Waste Control) Ltd (Hepscott Road)	Gypsum (17 08 02)	100.00
P B Donoghue (Haulage & Plant Hire) Ltd (Donohue's)	Default	75.00
P B Donoghue (Haulage & Plant Hire) Ltd (Donohue's)	Inert (17 01 07)	100.00
P B Donoghue (Haulage & Plant Hire) Ltd (Donohue's)	Timber (17 02 01)	90.00
P B Donoghue (Haulage & Plant Hire) Ltd (Donohue's)	Mixed (17 09 04)	80.00
P B Donoghue (Haulage & Plant Hire) Ltd (Donohue's)	Gypsum (17 08 02)	100.00

Woodland Environmental Ltd (Letchworth Golf Club)	Default	75.00
Woodland Environmental Ltd (Letchworth Golf Club)	Inert (17 01 07)	100.00
Woodland Environmental Ltd (Letchworth Golf Club)	Mixed (17 09 04)	80.00
Woodland Environmental Ltd (Letchworth Golf Club)	Timber (17 02 01)	90.00
Woodland Environmental Ltd (Letchworth Golf Club)	Gypsum (17 08 02)	100.00

## TRAINING AND COMMUNICATING THE SWMP ON SITE

### Training

Everyone on site should receive relevant training which should include:

- The SWMP
- Roles and responsibilities
- Waste procedures on site
- Hazardous waste
- Duty of care / responsibilities
- Materials storage.

The following types of training are being undertaken:

Method	Undertaken
Induction	Yes
Toolbox Talks	No
Workshop	No
Other Training	No

### Communication

The plan is being communicated by:

Method	Undertaken
Meetings	No
Posters	Yes
Feedback	No
Other Communication(s)	Yes

## WASTE DATA

This section will be updated once waste is removed from site.

Tonnage		
Total tonnage of waste generated to date		0
Tonnes of waste per 100/1 sq.m. of floor area (tonnes/100 sq.m.)		0.00
Tonnes of waste per £100K of project cost (tonnes/£100K)		0.00
Reused on site		0.00
Reused off site		0.00
Total reused	0.00 tonnes	
Recycled on site		0.00
Recycled off site		0.00
Total recycled	0.00 tonnes	
Sent for recovery off site at licensed facilities		0.00
Total recovered off site at licensed facilities		0.00
Total recovered	0.00	
Disposed off site		0.00
Disposed from licensed facilities		0.00
Total disposed	0.00	
Total waste diverted from landfill	0.00	

ACTUAL TONNAGE OF WASTE TO DATE BY PRODUCT GROUP

No data to display

## ACTUAL TONNAGE OF WASTE OVER TIME

No data to display

## CURRENT ACTUAL QUANTITIES VERSUS FORECASTED QUANTITIES

Waste type	Forecasted quantity (tonnes)	Actual (tonnes)
Bricks (17 01 02)	0.10	0
Concrete (17 01 01)	0.25	0
Gypsum (17 08 02)	0.50	0
Hazardous (17 09 03*)	0.00	0
Inert (17 01 07)	120.00	0
Metals (17 04 07)	0.00	0
Mixed (17 09 04)	2.00	0
Timber (17 02 01)	1.00	0
<b>TOTAL:</b>	<b>123.85</b>	<b>0</b>

## ONGOING REVIEW


Date	Name	Summary/ Actions carried out
05/11/2014	Nick Cockburn	Project created Project overview updated Responsibility updated Waste minimisation updated Forecast updated Waste management contractor updated Training and communication updated Waste management contractor updated
05/11/2014	Nick Cockburn	Waste management contractor updated Forecast updated Waste management contractor updated Waste management contractor deleted Waste management contractor updated Waste minimisation updated



## PROJECT COMPLETION REVIEW

The SWMP Review must be completed within 3 months of the project completion date.

APPENDIX 1- COPY WASTE LICENCE(S) AND ENVIRONMENT AGENCY CHECK(S)

 **Environment  
Agency**

**CERTIFICATE OF REGISTRATION UNDER  
THE WASTE (ENGLAND AND WALES) REGULATIONS 2011**

Regulation Authority


Name: Environment Agency

Address: National Customer Contact Centre  
99 Parkway Avenue  
Sheffield  
S9 4WF

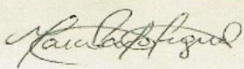
Tel: 03708 506 506 Fax: 0114 2626697

The Environment Agency certify that the following information is entered in the register which they maintain under regulation 28 of the Waste (England and Wales) Regulations 2011:-

Name(s) of registered carrier:	B P Mitchell Haulage Contractors Ltd.
Registered as an:	Upper Tier Carrier Dealer
Registration number:	CB/GN5874SH
Business name (if any):	
Address of principal place of business:	BURNSIDE HERTFORD ROAD, HATFIELD, HERTFORDSHIRE, AL9 5RB
Tel: 01707 261 166	Fax: 01707 261 184
Date of registration:	05/12/2012
Date of expiry of registration (unless revoked):	04/12/2015



Signature of authorised officer  
of the regulation authority:



Date: 06/11/2012

220692



Environment  
Agency

CERTIFICATE OF REGISTRATION UNDER  
THE WASTE (ENGLAND AND WALES) REGULATIONS 2011

Regulation Authority

Name: Environment Agency  
Address National Customer Contact Centre  
99 Parkway Avenue  
Sheffield  
S9 4WF  
Tel: 03708 506 506 Fax: 0114 2626697

The Environment Agency certify that the following information is entered in the register which they maintain under regulation 28 of the Waste (England and Wales) Regulations 2011:-

Name(s) of registered carrier: GRS (ROADSTONE) LIMITED  
Registered as an: Upper Tier Carrier Broker Dealer  
Registration number: CB/EP3916RT  
Business name (if any):  
Address of principal place of business: 10 GOLDSMITH WAY,  
ELIOT BUSINESS PARK,  
NUNEATON,  
WARWICKSHIRE,  
CV10 7RJ  
Tel: 02476 580800 Fax: 02476 580888  
Date of registration: 03/04/2013  
Date of expiry of registration (unless revoked): 02/04/2016

Signature of authorised officer  
of the regulation authority:

Date: 08/01/2013



221776





CERTIFICATE OF REGISTRATION UNDER  
THE WASTE (ENGLAND AND WALES) REGULATIONS 2011

Regulation Authority	
Name:	Environment Agency
Address	National Customer Contact Centre 99 Parkway Avenue Sheffield S9 4WF
Tel:	03708 506 506
Fax:	0114 2626697

The Environment Agency certify that the following information is entered in the register which they maintain under regulation 28 of the Waste (England and Wales) Regulations 2011:-

Name(s) of registered carrier:	McGrath Bros (Waste Control) Ltd.
Registered as an:	Upper Tier Carrier Dealer
Registration number:	CB/DP3995PC
Business name (if any):	
Address of principal place of business:	MCGRATH HOUSE HEPSCOTT ROAD, LONDON, E9 5HH
Tel: 0845 548 5500	Fax: 0844 579 3560
Date of registration:	16/05/2013
Date of expiry of registration (unless revoked):	15/05/2016

Signature of authorised officer  
of the regulation authority:

Date: 13/05/2013



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**ENVIRONMENTAL PROTECTION ACT 1990  
SECTION 37**

**WASTE MANAGEMENT LICENCE  
NOTICE OF MODIFICATION**

<b>LICENCE REFERENCE:</b> EAWML 80614	<b>FACILITY TYPE:</b> A15
<b>LICENCE HOLDER:</b>  McGrath Bros (Waste Control) Ltd McGrath House Hepscott Road Hackney London E9 5HH	<b>LICENSED FACILITY:</b>  McGrath Bros (Waste Control) Ltd Mcgrath House Hepscott Road Hackney London E9 5HH  <b>GRID REFERENCE:</b> TQ 369710 843100

**WHEREAS** you are the licence holder of the said licensed facility

**AND WHEREAS** on the 1<sup>st</sup> April 1996 the powers and duties of all waste regulation authorities in England and Wales transferred to the Environment Agency ("the Agency") by virtue of section 2 of the Environment Act 1995

**AND WHEREAS** the conditions of the said licence may have been modified from time to time

**NOTICE IS HEREBY GIVEN** that the Agency modifies the conditions of the said licence in accordance with Section 37(1)(a) of the Environmental Protection Act 1990 and as set out in the Schedule attached to this notice.

Signed

A handwritten signature in black ink, appearing to read "Ian Brindley".

Name Ian Brindley

Permitting Team Leader

Dated 07 November 2008

This modification shall take immediate effect

**YOUR ATTENTION IS DRAWN TO THE RIGHTS OF APPEAL DETAILED AT THE  
END OF THIS NOTICE.**

Environment Agency, Olton Court, 10 Warwick Road, Solihull, B92 7HX





Environment  
Agency

CERTIFICATE OF REGISTRATION UNDER  
THE WASTE (ENGLAND AND WALES) REGULATIONS 2011

Regulation Authority

Name: Environment Agency  
Address: National Customer Contact Centre  
99 Parkway Avenue  
Sheffield  
S9 4WF  
Tel: 03708 506 506 Fax: 0114 2626697

The Environment Agency certify that the following information is entered in the register which they maintain under regulation 28 of the Waste (England and Wales) Regulations 2011:-

Name(s) of registered carrier: P B Donoghue (Haulage & Plant Hire) Ltd.  
Registered as an: Upper Tier Carrier Dealer  
Registration number: CB/VP3198PD  
Business name (if any):  
Address of principal place of business: DONOGHUE BUILDINGS  
3 SHANNON CLOSE,  
CRICKLEWOOD,  
LONDON,  
NW2 1RR,  
England  
Tel: 020 8208 2211 Fax: 020 8452 2162  
Date of registration: 05/06/2013  
Date of expiry of registration (unless revoked): 04/06/2016

Signature of authorised officer  
of the regulation authority:

Date: 31/07/2013



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ENVIRONMENT  
AGENCY

ENVIRONMENTAL PROTECTION ACT 1990  
WASTE MANAGEMENT LICENCE

## NOTICE OF MODIFICATION

### SECTION 37

TO: P B DONOGHUE (HAULAGE AND PLANT HIRE) LIMITED  
(Registered No. 01183879)

Of: DONOGHUE BUILDINGS  
3 SHANNON CLOSE  
CRICKLEWOOD  
LONDON  
NW2 1RR

LICENCE No: WML80294 (GTLDONO10)

**WHEREAS** on the 19<sup>th</sup> of October 1993 the London Waste Regulation Authority granted a disposal licence (now to be treated as a waste management licence) relating to land at Donoghue Buildings, 3 Shannon Close, Former British Rail Sidings, Claremont Road, Cricklewood, NW2 1RR subject to the conditions set out therein.

**AND WHEREAS** on the 1<sup>st</sup> of April 1996 the powers and duties of all the waste regulation authorities in England and Wales were transferred to the Environment Agency by virtue of section 2 of the Environment Act 1995.

**NOW** the Environment Agency **HEREBY GIVES NOTICE** of modifying the said conditions as shown on the attached schedule 2.

This modification is made pursuant to the Environmental Protection Act 1990 section 37(1)(a) and shall take effect at 00.01 hours on 20<sup>th</sup> September 2005.

Signed:

A Chown  
Team Leader – Brent & Crane Environment Management Team

Date: 20<sup>th</sup> of September 2005

YOUR ATTENTION IS DRAWN TO THE RIGHTS OF APPEAL DETAILED IN THE NOTES AT THE END OF THIS MODIFICATION

The Environment Agency, Apollo Court, 2 Bishop Square, St Albans Road West, Hatfield, Herts. AL10 9EX  
Tel: 08708 506 506 Fax: 01707 632500.

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## APPENDIX 2- SITE VISIT REPORTS



## APPENDIX 3- SUB CONTRACTOR AGREEMENT FORMS

## APPENDIX 4- WASTE DATA LISTS

## APPENDIX 5- WASTE TRANSFER NOTES (WTN)

## APPENDIX 6- SITE/FLOOR DRAWINGS

## APPENDIX 7- WASTE ACTUALS

Date WTN	Carrier	Destination	Work Package	Container Size	Segregated	Waste type	Tonnes
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DRAFT

## **APPENDIX 8 – CONSULTEES ON DRAFT CMP**

The following is a list of local residents consulted on the CMP. This list is identical to that used by the Council when consulting on planning application 2014/0816/P.

1 Ferdinand Place, London, NW1 8EE

Flat 1st Floor, 1 Ferdinand Place, London, NW1 8EE

Garages Adjacent to 10, Ferdinand Street, London

10 Ferdinand Street, London, NW1 8ER

Broomfield, Ferdinand Street, London, NW1 8ED

Flat 21, Broomfield Ferdinand Street, London, NW1 8ED

Flat 8, Broomfield Ferdinand Street, London, NW1 8ED

Flat 5, Broomfield Ferdinand Street, London, NW1 8ED

Flat 13, Broomfield Ferdinand Street, London, NW1 8ED

Flat 3, 10 Ferdinand Street, London, NW1 8ER

Flat 4, 10 Ferdinand Street, London, NW1 8ER

Flat 2, 10 Ferdinand Street, London, NW1 8ER

Flat 1, 10 Ferdinand Street, London, NW1 8ER

Flat 42, Broomfield Ferdinand Street, London, NW1 8ED

Flat 34, Broomfield Ferdinand Street, London, NW1 8ED

Flat 27, Broomfield Ferdinand Street, London, NW1 8ED

Flat 17, Broomfield Ferdinand Street, London, NW1 8ED

Flat 38, Broomfield Ferdinand Street, London, NW1 8ED

Flat 33, Broomfield Ferdinand Street, London, NW1 8ED

Flat 20, Broomfield Ferdinand Street, London, NW1 8ED

Flat 7, Broomfield Ferdinand Street, London, NW1 8ED

Flat 32, Broomfield Ferdinand Street, London, NW1 8ED

Flat 29, Broomfield Ferdinand Street, London, NW1 8ED

Flat 16, Broomfield Ferdinand Street, London, NW1 8ED

**CONSTRUCTION MANAGEMENT PLAN – LAND ADJOINING 10 FERDINAND STREET, CAMDEN, NW1.  
OPTICREALM LTD.**

Flat 37, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 41, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 4, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 25, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 12, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 9, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 30, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 28, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 31, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 39, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 23, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 22, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 11, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 10, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 15, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 14, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 3, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 2, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 1, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 6, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 26, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 24, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 19, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 18, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 40, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 36, Broomfield Ferdinand Street, London, NW1 8ED  
Flat 35, Broomfield Ferdinand Street, London, NW1 8ED

**CONSTRUCTION MANAGEMENT PLAN – LAND ADJOINING 10 FERDINAND STREET, CAMDEN, NW1.  
OPTICREALM LTD.**

**Businesses:**

Wins Express, 1 Kent House, Ferdinand Street, London, NW1 8ES

Avadis and Co Solicitors, 5 Ferdinand Street, London, NW1 8ES

Minko's Macs, 3 Ferdinand Street, London, NW1 8ES

Chalk Farm Framers, 1 Ferdinand Street, London, NW1 8ES

Spiritual Caipirinha Bar, 4-6 Ferdinand Street, London, NW1 8ER

Minicab Company, 8 Ferdinand Street, London, NW1 8ER

Motas Salad and Sandwich Bar, 8 Ferdinand Street, London, NW1 8ER

**Councillors:**

Cllr Alison Kelly [alison.kelly@camden.gov.uk](mailto:alison.kelly@camden.gov.uk)

Cllr Abdul Quadir [abdul.quadir@camden.gov.uk](mailto:abdul.quadir@camden.gov.uk)

Cllr Abi Wood [abi.wood@camden.gov.uk](mailto:abi.wood@camden.gov.uk)

Postal address for Councillors: Member Support, Town Hall, Judd Street, London, WC1H 9JE

**Additional consultees suggested by Cllr Alison Kelly [source: Land Registry]:**

Chalk Farm Housing Group, The Old Air Raid Shelter, Powlett Place, London, NW1 8EA

Flat 1, 1-3 FERDINAND STREET, LONDON, NW1 8ES

Flat 2, 1-3 FERDINAND STREET, LONDON, NW1 8ES

5 FERDINAND STREET, LONDON NW1 8ES

7-9 FERDINAND STREET, LONDON NW1 8ES

FLAT 1 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 2 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 3 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 4 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 5 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 6 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 7 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET



**CONSTRUCTION MANAGEMENT PLAN – LAND ADJOINING 10 FERDINAND STREET, CAMDEN, NW1.  
OPTICREALM LTD.**

FLAT 8 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 9 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 10 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 11 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 12 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 13 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 14 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 15 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

FLAT 16 KENT HOUSE FERDINAND STREET, LONDON NW1 8ET

LEVERTONS, CROWNDAL HOUSE, 1 FERDINAND PLACE, LONDON NW1 8EE

## APPENDIX 9 – CONSULTEE COMMENTS

**From:** Kelly, Alison (Councillor) [mailto:Alison.Kelly@camden.gov.uk]

**Sent:** 08 December 2014 14:57

**To:** Nick Cockburn

**Cc:** 'Jonathan Root'; Wood, Abi (Councillor); Quadir, Abdul (Councillor); Wheat, Frances

**Subject:** Planning approval - 2014/0816/P Ferdinande Place

Dear Nick, thank you for sending me hard copies of the papers through SNAIL. Could you possibly email them to me?

Have you been in contact with Chalk Farm Housing Group the overall management of Broomfield House?

Also the residents of Ferdinand Street between Chalk Farm Road and Kent House will want to take a keen interest.

I know a number of people will have a number of questions.

Most of the Appendices are blank in my pack so I can't offer any comments at this stage.

I would not want you to think that a proper consultation has started!.

My very best wishes

Alison

Alison Kelly

**Labour** Councillor for Haverstock Ward, LB Camden  
Chair, Health and Adult Social Care Scrutiny Committee

**Getting in touch:**

**A:** Town Hall, Judd Street, London, WC1H 9JE

**E:** [alison.kelly@camden.gov.uk](mailto:alison.kelly@camden.gov.uk)

**T:** 07467 3388 63 (Day time)

**From:** Kelly, Alison (Councillor) [mailto:Alison.Kelly@camden.gov.uk]  
**Sent:** 12 December 2014 12:31  
**To:** Nick Cockburn  
**Cc:** Jonathan Root; Wood, Abi (Councillor); Quadir, Abdul (Councillor); Wheat, Frances  
**Subject:** Re: Planning approval - 2014/0816/P Ferdinande Place

Nick, thank you. I have been too busy to think, I'm afraid. I have never been asked about one before.

I know there is best practice around these issues.

I suppose my starting point would be construction only between 10:00 am - 4:00 pm weekdays, not bank holidays. Banks men on site for an hour before and afterward. Close working with other local construction sites to manage the lorries. Clarity about the use of Ferdinand Street because it is a busy bus route with loads of school kids.

I will come back to you ..

My very best wishes  
Alison  
Alison Kelly  
Labour Councillor for Haverstock Ward, LB Camden  
Chair of Health and Adult Social Care Scrutiny Committee  
**Getting in touch**  
**A:** Town Hall, Judd Street, [London, WC1H 9JE](#)  
**E:** [alison.kelly@camden.gov.uk](mailto:alison.kelly@camden.gov.uk)  
**T:** 07467 3388 63 (Day time)

APPENDIX 10 – GUIDE FOR CONTRACTORS WORKING IN CAMDEN.

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# **Guide for Contractors Working In Camden**

Culture and Environment Directorate  
London Borough of Camden  
Town Hall  
Argyle Street  
London  
WC1H 8EQ

February 2008



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