Construction Management Plan

pro forma v2.1

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

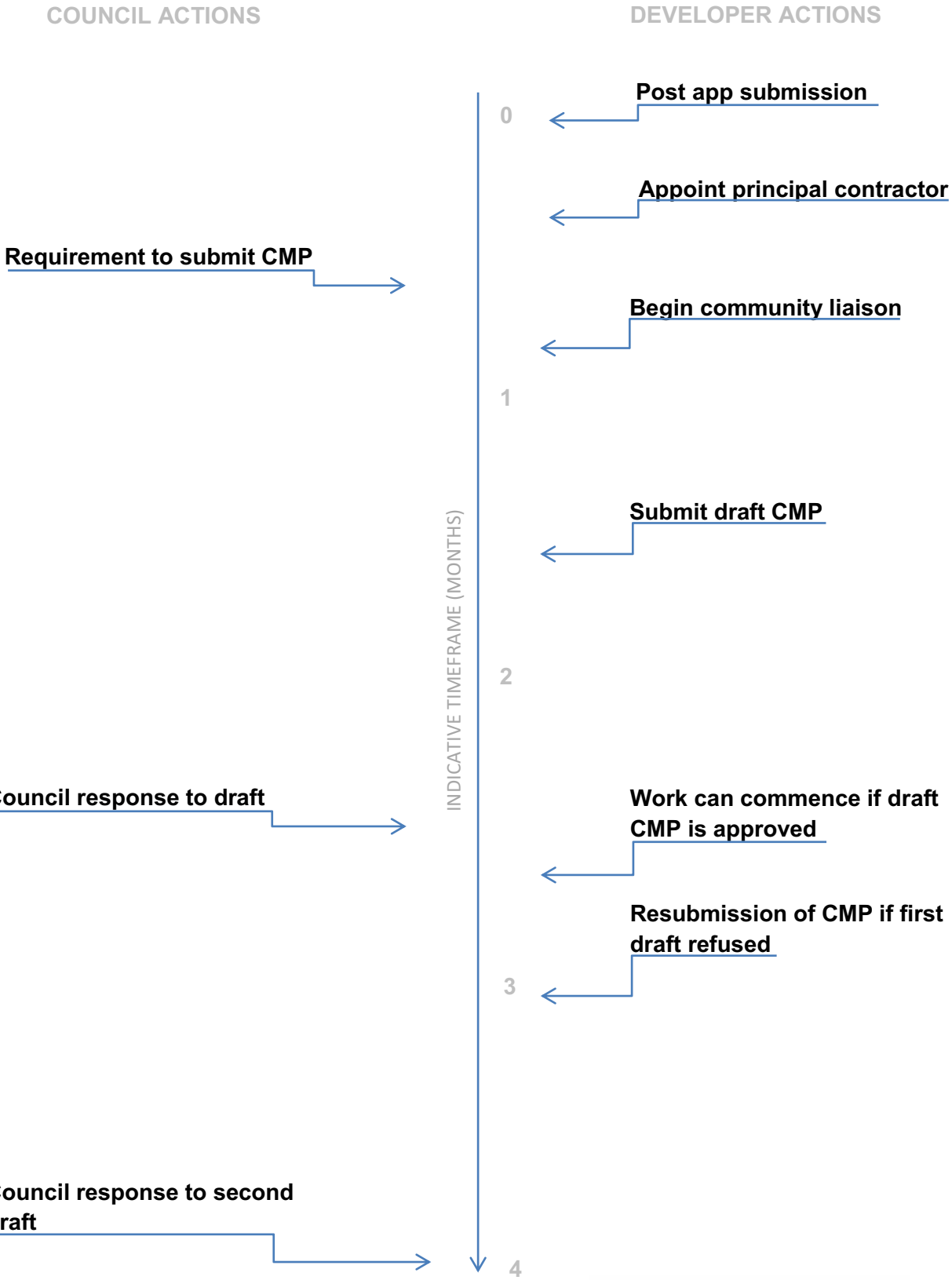
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion.**

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

Revisions to this document may take place periodically.

Timeframe


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

Contact

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

Address: 73-75 Avenue Road, London, NW8 6JD

Planning ref:

Type of CMP - Section 106 planning obligation/Major sites framework:

Section 106 Planning Obligation

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

Name: Richard O'Leary

Address: Knight Build Ltd, Unit 22, Childerditch Industrial Park, Brentwood, Essex, CM13 3HD

Email: richard.oleary@knightbuild.co.uk

Phone: 01277 810777

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: Gabriel Knight

Address: Knight Build Ltd, Unit 22, Childerditch Industrial Park, Brentwood, Essex, CM13 3HD

Email: 07961 020975

Phone: 01277 810777

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of **Community Investment Programme (CIP)**, please provide contact details of the Camden officer responsible.

Name: As above (Richard O'Leary)

Address:

Email:

Phone:

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: Richard O'Leary

Address: Knight Build Ltd, Unit 22, Childerditch Industrial Park, Brentwood, Essex, CM13 3HD

Email: richard.oleary@knightbuild.co.uk

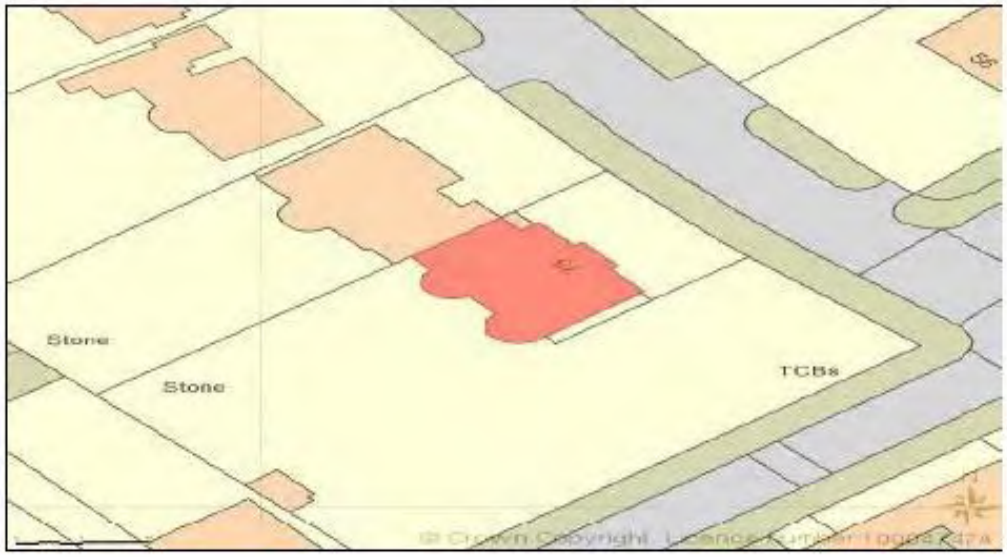
Phone: 01277 810777

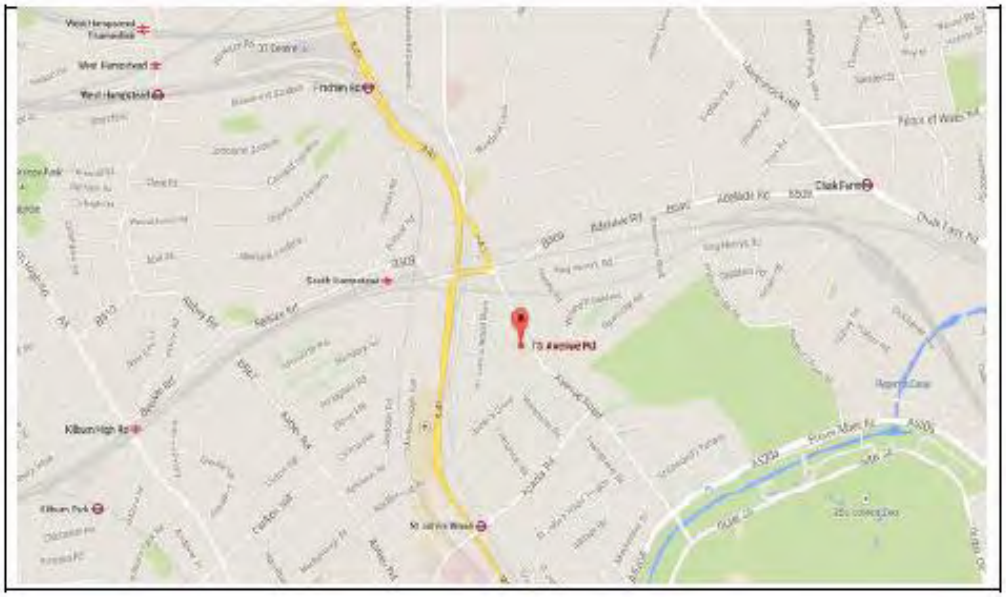
Site

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

The site is located at 73-75 Avenue Road in Camden which runs in a broadly north to south direction between Finchley Road and Prince Albert Road.

The site is bounded by Avenue Road to the east and Queens Grove to the south, with adjacent residential properties forming the north and west boundaries.





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 demolition of the existing building and the construction of two new build detached, single family dwellings comprising of basement, lower ground, ground, first and second floor level, erection of a new boundary wall, hard and soft landscaping and associated works.

Once the substructure and superstructure are complete the building shall be fitted out and finished to a high specification.

There are currently two points of vehicular access to the site on Avenue Road which are located either side of an adjacent pelican crossing.

The existing number of crossovers has been retained. The crossover closest to Queen's Grove has been relocated 1.2m towards Queen's Grove in response to the equal division of the site into two plots.

A new pedestrian access is proposed to the corner of the site, accessing the main entrance to No73. Whilst the site is not in a conservation area, it is located adjacent to St John's Wood conservation area and Elsworthy conservation area.

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

3no Residential Properties as follows:
62 Avenue Road, NW8 6HT
71 Avenue Road, NW8 6HP
36 Queens Gate, NW8 6HN
77 Avenue Road, NW8 6JD

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

Avenue Road (B525) is the main north-south strategic route in the vicinity of the site providing a connection with the A41 Finchley Road the north and the A5205 Prince Albert Road to the south, which bounds Regent's Park. Avenue Road has a wide carriageway of circa 9.2 metres with advisory cycle lanes in both directions.

Queens grove passes along the south of the site providing an east-west link between the A41 Finchley Road and Avenue Road. The carriageway is approximately 7.3 metres in width and has traffic calming features in the form of speed humps. Queens Grove is predominantly residential in nature and offers connections to other nearby residential roads.

The A41 forms part of the Transport for London Road Network (TRLRN) and is part of the strategic highway which connects central London to the south with the A1 and M1 to the north.

The site is located within a Controlled Parking Zone (CPZ) which includes both Avenue Road and Queens Grove. The enforcement area is identified as CA-J and restricts parking to permit holders only between 8:30am and 18:00pm Monday to Friday.

Please see Traffic Statement in Appendix A3

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

Please see programme durations in Appendix A4

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

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

Normal hours of work will be:
Mon – Fri 8am – 6pm
Saturday 8am – 1pm (By arrangement only)

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

Existing site Gas supply will be disconnected by National Grid prior to demolition works commencing.

Existing Electricity supply will be disconnected by UKPN and a 3 phase, 100amp, 70kva Temporary Builders supply will be installed for use during construction works.

The existing Thames Water supply on site will remain in place during the duration of the project.

A New Gas supply will be required on completion of the project.

It is hoped that the existing 3 phase temporary builder's supply will be used for the new permanent supply on completion of the project.

Community Liaison

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

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 should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. Consultation

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

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

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

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

We will initiate early and honest communication with letter drops explaining the proposed works and listing contact details of key site and company contacts.

A pre start meeting with local residents and businesses will be arranged and will give people the opportunity to ask questions and voice any concerns.

Regular newsletters and updates will be issued to all local residents and businesses and a community notice board placed outside the site will also display information about the works, employment opportunity and 24-hour contact details.

There is also plans for an on-line forum to be established where people can leave messages or ask questions about the project.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Proposed community liaisons will include a member of the site management team being appointed as community liaison person and undertaking responsibility for community relations. This will include engagement with affected communities and a 24-hour help line service to provide appropriate and relevant information, and be the first point of response to resolve concern and complaints.

The appointed liaison person will ensure that local residents and businesses are informed in advance of works taking place and answer any questions in relation to the works, any expected disruptions, and explain the measures being taken to minimise or mitigate the adverse impact of the works.

A liaison plan will be issued to all local residents and businesses along with regular newsletters and an up to date notice board placed outside the site.

Residents will also be invited to fortnightly site tours that will involve Q&A sessions with the Site Manager and appointed Liaison Person.

15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

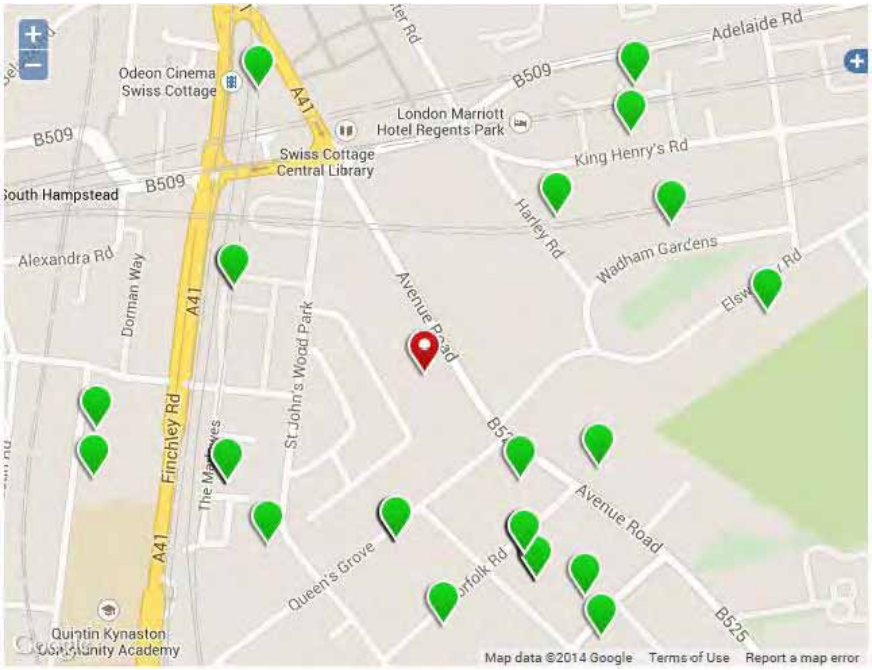
Knight Build Ltd are Associate Members of the Considerate Constructors Scheme and as a requirement of the scheme we register all of our sites, the site registration will consist of a minimum of two site inspections from a CCS site monitor.

Knight Build Ltd are also Bronze Members of FORS.

16. Neighbouring sites

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

The below plan shows the location of the 73-75 Avenue Road project and surrounding existing and anticipated construction projects.



Please see Construction Traffic Management Plan in Appendix A1 for how Knight Build intends to manage vehicles visiting 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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

Knight Build Ltd

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

We will ensure that ourselves and our subcontractors will meet the standards outlined in the CLOCS and FORS standards including improving vehicle safety by regular inspection and fitment of appropriate safety equipment to existing vehicles.
We will ensure that road safety is considered as important as health and safety on site.
Drivers will have CPC / CPCS certification and will maintain continual improvement by attending relevant training courses.

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

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

Knight Build Ltd are Associate Members of the Considerate Constructors Scheme and as a requirement of the scheme we register all of our sites, the site registration will consist of a minimum of two site inspections from a CCS site monitor.

Knight Build Ltd are also Bronze Members of FORS.

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

Site Traffic

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

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

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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

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

Please see Traffic Statement in Appendix A3

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

Please see Logistics Plan & Transport Statement appendix A1 & A3

21. Control of site traffic, particularly at peak hours: "*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

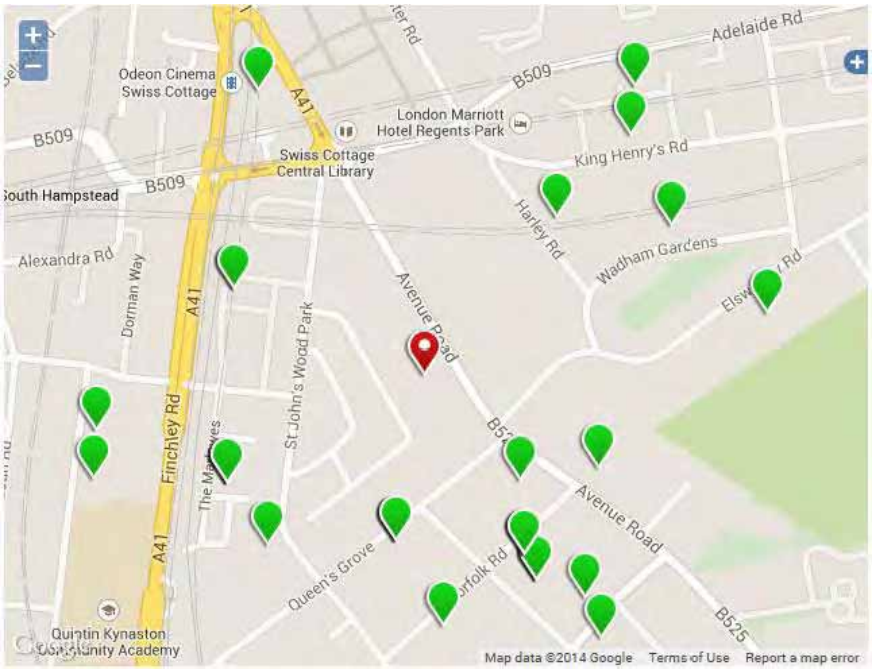
a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

The main types of vehicles that will be accessing the site are as follows:
Delivery Vehicle: 7m x 2m
8 wheel Muck Away Vehicle: 9.1m x 2.6m
Concrete Lorry: 9.3m x 3.1m
There will be a parking area within the site boundary for delivery vehicles.

TASK	DURATION	Number of Vehicles per Day
Site Set Up and Demolition	7 Weeks	12 (8)
Substructure, Superstructure	44 Weeks	14 (10)
Roofing and Facade	24 Weeks	9 (6)
Fit Out	42 Weeks	12 (8)
External Works	36 Weeks	10 (7)

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

The below plan shows the location of the 73-75 Avenue Road project and surrounding existing and anticipated construction projects.



c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

The Site Manager and Logistics Manager will share responsibility for the day to day deliveries to the site. These will be booked in using a delivery schedule so as to prevent lorry congestion to surrounding roads.

Should a lorry / vehicle arrive that has not been booked in, it will be turned away.
In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.

All site personnel will travel to site by public transport and we will encourage all subcontractors to do the same.

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

It is not anticipated that a holding area will be required. Vehicles to site will be scheduled by the contractor to avoid a large number arriving at once. If vehicles are required to wait then this will take place outside of the Borough.

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

Please refer to Item C.

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

Please see Traffic Statement in Appendix A3

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

Please see Logistics Plan & Transport Statement appendix A1 & A3

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Access and Egress into and out of site will accommodate the largest vehicle visiting the project, this is a concrete lorry 9.3m x 3.1m (30 Tonnes), that can drive into the site and also drive out.

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.

Vehicle wheel washing facilities will be provided in the form of a jet wash.
Part of the full time Traffic Marshals duties will be to maintain a clean and presentable loading area, footpath and nearby carriageway at all times.
A road brush will be available if required and will be on site within an hour of notification.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Please see attached Logistics plan in Appendix A2

Highway interventions

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

- **24. Parking bay suspensions and temporary traffic orders**

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

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found here.

Please see attached Logistics plan in Appendix A2.
It is not intended to suspend any parking bays.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Please see attached Logistics plan in Appendix A2

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

Please see attached Logistics plan in Appendix A2.

26. Diversions

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

Please see Logistics Plan & Transport Statement appendix A1 & A3.

27. VRU and pedestrian diversions, scaffolding and hoarding

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Special provision will be made for vulnerable users using the footways and carriageways near or adjacent to our project, we will ensure that wheel chair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people can make their way passed our site without any obstructions, plant or construction vehicles causing them difficulties or distress, this will be controlled
by a full time Traffic Marshal.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

There will be no temporary structures over hanging the footpath or highway.

- SYMBOL IS FOR INTERNAL USE

Environment

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

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

Works of all nature will not commence prior to 8am and will cease by 6pm.
Quiet periods during working days can be established with neighbours and local residents on request.
Where there is a significant noise, control measures must be identified, implemented and monitored as per the guidance for employers on the Control of Noise at Work Regulations 2005.
All possible steps shall be taken to reduce the noise levels to the acceptable limits. (e.g.; maintenance, alternative plant, alternative methodology, positioning of plant, acoustic screens/barriers, time spent and as a last resort with the issue of PPE).

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.

We will undertake a noise survey prior to any works taking place and provide Camden council with the results and all following survey results which will be taken on a daily basis once the works commence.

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

We will follow HSE guide lines on noise and vibration exposure limits and ensure that the higher action values are not exceeded. Control measures will be used throughout the duration of the project to minimise the noise and vibration levels emitted. Levels will be monitored, recorded and reviewed on a regular basis.

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.

A range of measures to reduce disturbance from construction noise and vibration will be used. Noise mitigation measures will include the use of echo barriers, agreed limited hours for percussive works, noise monitoring, plant and equipment fitted with silencers, good community relations and a complaint contact line.

Vibration mitigation measures will include undertaking a vibration survey during appropriate stages of work activities and providing an appropriate response depending on the level of vibration.

If noise or vibration levels reach higher action levels then immediate action will be taken based on statutory requirements, HSE guidance and industry best practice.

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

Please see Knight Build internal training certificates in Appendix A5

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

All site activities that may generate dust must be planed, suppression measures must be established, implemented and maintained to minimise the spreading of dust and emissions.

Knight Build will follow best practice guidance from the HSE and London councils.

Please see Knight Build Control of Dust and Emissions Risk Assessment in Appendix A6

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.

Screens and site hoarding will prevent the majority of any dust emitted from leaving the site boundary, an on-site wheel wash for vehicles will prevent mud and muck being tracked from site and operatives will be required to change their work footwear before leaving site.

The site traffic marshal will be equipped with a broom and jet wash to maintain cleanliness of the external site footpath and highway at all times.

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

Vibration, Noise and Dust monitors will be used on site and frequent readings will be taken and recorded.

Results will be analysed and actions will be taken where necessary in appropriate time frames.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Please see Knight Build Control of Dust and Emissions Risk Assessment In Appendix A6

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

Please see Knight Build Control of Dust and Emissions Risk Assessment In Appendix A6

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

I can confirm that if required, 4 real time dust monitors will be installed within the given timeframe and all subsequent reports will be issued to the council detailing any exceedances of the threshold and control measures / actions taken.

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).

On the first sign of rodent / vermin infestation we will contact a pest control company that are members of the NPTA (National Pest Technicians Association) or BPCA (British Pest Control Association) for professional help in dealing with and eliminating the problem as fast as possible with as little fall out as possible.

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

A full asbestos survey and removal will be carried out prior to any works commencing.

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.

By being associate members of the Considerate Constructors Scheme Knight Build operate to the schemes code of conduct and have won three national awards in the last two years.

We achieve this by implementing measures to prevent site operatives becoming a nuisance, such as onsite training and providing internal designated smoking areas out of the public view, fully equipped site canteen so operatives do not need to leave the site at break times and a list of site rules that are enforced which focus on personal appearance and conduct.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period (mm/yy - mm/yy): 08/16 – 03/18

b) Is the development within the CAZ? (Y/N): N

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

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: N/A

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: N/A

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: N/A

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.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed: ……

Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A1

Construction Management Plan

Client: Deroda Investments Ltd c/o MDesign
Construction Management Plan

Knight Build Ltd

Document Number : KB/CMP/73-75/AV
Draft : November 2015

CONSTRUCTION MANAGEMENT PLAN

73-75 Avenue Road
London
NW8 6JD

Knight Build Ltd
Childerditch Industrial Park
Childerditch Hall Drive
Brentwood, Essex
CM13 3HD
Tel: 01277 810777

ISO 9001 REGISTERED FIRM
ISO 14001 REGISTERED FIRM
OHSAS 18001 REGISTERED FIRM

Construction Management Plan

Business Unit: Knight Build Ltd	
Project: **73-75 Avenue Road** **London** **NW8 6JD**	Project Overview
	The demolition of the existing building and the construction of two new build detached, single family dwellings comprising of basement, lower ground, ground, first and second floor level, erection of a new boundary wall, hard and soft landscaping and associated works. Once the substructure and superstructure are complete the building shall be fitted out and finished to a high specification. Tree protection Site set up and welfare Disconnection of existing services Erection of hoarding and scaffolding. Establish traffic management including loading bay. Soft strip of existing building. Demolition of existing building. Underpinning and structural works. Piling operations Substructure works Waterproofing Drainage and ducts Superstructure Roof construction. Shell and core Fit out New boundary walls Soft and hard landscaping

73-75 Avenue Road
London
NW8 6JD

Construction Management Plan

Prepared by

Danny O'Leary
Knight Build Ltd.
Unit 22 Childerditch Industrial Park
Childerditch Hall Drive
Brentwood
Essex
CM13 3HD

Approved by Richard O'Leary
Knight Build Ltd

Client Deroda investments Ltd c/o MDesign

Date issued February 2016

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with 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 plans must be approved by the council and complied with thereafter.

Contents

1 Introduction

The purpose of this document is to:

- Identify and communicate the Project Director's planned arrangements for realising customer, regulatory and the business's own requirements and objectives
- Assist the Project Manager in mobilising and managing the Project
- Inform internal and external parties of the resources and processes employed
- Define nominated roles and responsibilities
- Enable checks to be undertaken to confirm that the processes operated are suitable, adequate and effective
- Support **Knight Build's** core values namely openness, professional delivery, collaboration, and focus on sustainable, profitable growth, mutual dependency and innovation.

Compliance with requirements will be monitored and audited and improvement opportunities sought throughout the duration of the Project.

1.1 Amendment Record

Date	Rev. No.	Brief Description of Amendment
		Refer to drawing register

1.2 Distribution List

The site team will ensure that the following hold the latest version of this document whether by e-mail or hardcopy. Hardcopies will be issued under cover of a letter or Document Transmittal Sheet.

Recipient	Position	Address
TBC	TBC	TBC
TBC	TBC	TBC
TBC	TBC	TBC
TBC	TBC	TBC
TBC	TBC	TBC
TBC	TBC	TBC
TBC	TBC	TBC
TBC	TBC	TBC

2 Project Scope & Overview

3 The demolition of the existing building and the construction of two new build detached, single family dwellings comprising of basement, lower ground, ground, first and second floor level, erection of a new boundary wall, hard and soft landscaping and associated works.

4

Once the substructure and superstructure are complete the building shall be fitted out and finished to a high specification.

Tree protection

Site set up and welfare

Disconnection of existing services

Erection of hoarding and scaffolding

Establish traffic management including loading bay

Soft strip of existing building

Demolition of existing building

Underpinning and structural works

Piling operations

Substructure works

Waterproofing

Drainage and ducts

Superstructure

Roof construction

Shell and core

Fit out

New boundary walls

Soft and hard landscaping

4.1 Existing On-site Conditions

The site is located at 73-75 Avenue Road in Camden which runs in a broadly north to south direction between Finchley Road and Prince Albert Road.

The site is bounded by Avenue Road to the east and Queens Grove to the south, with adjacent residential properties forming the north and west boundaries.

There are currently two points of vehicular access to the site on Avenue Road which are located either side of an adjacent pelican crossing.

The existing number of crossovers has been retained. The crossover closest to Queen's Grove has been relocated 1.2m towards Queen's Grove in response to the equal division of the site into two plots.

A new pedestrian access is proposed to the corner of the site, accessing the main entrance to No73.

The accesses provide entry and exit to off-street parking which is provided along the site frontage on an area of hard-standing which can accommodate approximately 3vehicles.

The site currently accommodates a single family house with a separate single storey enclosed swimming pool.

Whilst the site is not in a conservation area, it is located adjacent to St John's Wood conservation area and Elsworthy conservation area.

5 Legal and Other Requirements

Statutes, British Standards, Approved Codes of Practice and the like relevant to the Project are maintained on the internet.

Registers of generally applicable health and safety and environmental legislation are maintained on the internet respectively. Additional Project specific legislation and legal requirements include:

5.1 Project Documentation

The Project is based on the following as retained by the Project Manager:

Document	Date	Rev No
Employers Requirements and Drawings	TBC	
Construction Drawings and Specification	TBC	
Contract	TBC	
Construction Phase Health and Safety Plan	TBC	
Construction Management Plan	TBC	
Quality Plan	TBC	
Waste Management Plan	TBC	
Inspection & Test Plan	TBC	
Emergency Plan	TBC	
Health and Safety File	TBC	

5.2 Significant Project / Milestone Dates

Milestone dates include the following

Event / Activity	**Date**
Start on site	TBC
Project Completion	TBC

5.3 Objectives and Targets

Objectives are aimed at satisfying the client's needs including, customers, employees, regulators and other parties with interests in Knight Build's performance.

5.4 Information Required from the Client

- Pre-contract Health and Safety Plan
- Health and Safety file

5.5 Working Hours

Normal Hours of Work	Monday - Friday	08.00 to 18.00
	Saturday	08 00 to 13.00 By arrangement only
	Sunday	No working

Any work outside these hours shall require the specific approval from the Project Manager.

5.6 Key Staff Emergency Contact Numbers

John Knight 07939 016007

Richard O'Leary 07951 902442

Knight Build Ltd will operate a Quality System to BS EN ISO 9001: 2008 using Knight Build Ltd Quality Assurance Manual and Procedures.

These Procedures are listed as follows;

Procedure Ref	Title	ISO 9001 Clause
QP4	Quality Management System	4.1, 4.2, 4.2.1, 4.2.2, 4.2.3, 4.2.4.
QP5	Management Responsibility	5.1, 5.2, 5.3, 5.4, 5.4.1, 5.4.2, 5.5, 5.5.1, 5.5.2, 5.5.3, 5.6, 5.6.1, 5.6.2, 6.6.3.
QP6	Resource Management	6.1, 6.2.1, 6.2.2, 6.3, 6.4
QP7	Product Realisation	7.1, 7.4, 7.4.1, 7.4.2, 7.5, 7.5.1, 7.6,
QP8	Measurement, analysis and Improvement.	8.1, 8.2, 8.2.2, 8.3, 8.5, 8.5.2, 8.5.3

6 Management Quality System

6.1 Induction

All persons visiting or working on the Knight Build project must receive an appropriate induction before entering the work area.
The inductions will take place in the Knight Build project office.

On arrival to site, operatives must attend a method statement briefing by their employers before attending Knight Build's safety induction.
At the induction, Knight Build require to see evidence of CSCS competence for all operatives and CPCS plant training where appropriate.

Knight Build inductions will take place at 8.30am every day/by arrangement.

Re-inductions would be required for any operative who has been issued with a penalty for breaking site rules. These would be required the day after the penalty was issued and the re-induction would also include the supervisor.

At the start of the induction the operatives will be given a questionnaire for filling in personal details. The induction will cover the following as a minimum and it will be communicated with the aid of flip chart graphics or video:

- A welcoming message from the Project Manager
- Brief detail of the project
- 73-75 Avenue Road Site layout, Welfare facilities & First Aid
- Emergency Evacuation Procedures
- See It, Say It
- Worker Engagement
- Manual Handling
- Dust and Emissions
- Lifting Operations and Procedures
- Use of Plant
- Permit to work
- Temporary Works & the use of Scaffold
- Do's & Don'ts
- Site Rules
- Tool Box talks & Method Statements
- COSHH
- Delivery & Storage of Materials
- Disposal of Waste
- Reward & Disciplinary Procedures
- PPE & Knight Build Dress Code
- Use of Alcohol or drugs
- Considerate Constructors Code of Practise

At the end of the induction process the operatives must demonstrate that they have seen and understood the method statements for the tasks in hand.

Visiting sub-contract managers/supervisors shall be required to attend the general induction on commencement and ensure they receive updates on any specific hazards prior to commence if their visits are infrequent.

Client representatives and other visitors shall be accompanied by Knight Build personnel **at all times** and as a result will be excluded from the induction process.

6.2 Training

The Project Manager shall ensure that all persons under Knight Build control have received suitable and sufficient training in the aspect of the area of works for which he/she is responsible. Knight Build may require evidence of such training and will, if not satisfied, direct the individuals concerned to undergo and show competence in such training as Knight Build may specify - this may include training provided by Knight Build. In addition to this, if necessary, the Project Manager shall also arrange in conjunction with the suppliers of the Specialist Contractors to provide specific training and guidance to their members of staff in the use of particular products used on the site.

6.3 First Aid

The Project Manager is to ensure that first aid facilities and trained first aiders are available in conformance with the health and safety manual and that the first aid post in the site office is marked on the site plan.

All first aid provisions will be in accordance with the First aid regulations 1981 and all updates and amendments to the regulations including 2014.

First aiders will be identified by a white cross/green background sticker displayed on their hard hats.

First Aiders

Name	Location	Tel
TBC	Site	
TBC	Site	
TBC	Site	

6.4 Accident and Incident Management

All accidents and incidents are to be reported and managed in accordance with the Knight Build accident procedure. In particular, all accidents and near misses or dangerous occurrences shall be reported to Knight Build site management who will advise the Senior Safety Advisor or Environmental Advisor, as appropriate.

All accidents will be internally investigated and reported to the HSE where necessary in line with the RIDDOR Regulations 2013.

6.5 Programme

Issued prior to commencement, copy in Appendix G

6.6 Fire Prevention

6.6.1 Informing All Personnel

- All personnel will be advised at induction of fire procedures, including the current location of fire escape routes, exits and muster point. This information will be displayed in a prominent location on site.
- Each time the procedure is changed all personnel will be advised by notices and at weekly site safety meetings.

6.6.2 Fire Safety Actions

- Inspections will be carried out and the completed sheets will be filed in the Safety Folder.
- Liaise with the Fire Brigade, where deemed necessary, to visit, inspect and give advice. All reports / comments will be issued to the Safety Adviser.

6.6.3 Basic Fire Safety Procedures

The Project Manager is responsible for ensuring that

- Fire risk assessment is available and up to date.
- A Fire marshal / warden (responsible person) is nominated.
- Fire alarms are installed to enable an audible warning to be given to everyone on site.
- Fire escape routes and exit points are clearly signed and kept clear at all times.
- Each fire point is clearly marked, and contains a CO_2 or Powder & an H_2O extinguisher and is inspected weekly.
- A hot works permit system is effectively implemented and managed.
- Regular fire drills are undertaken and recorded.

Subcontractors are responsible for ensuring that:

- All COSHH materials are removed from site in accordance with Waste Management legislation. All general waste is to be deposited in general waste skips provided by the sub-contractor.

All personnel on site have a duty to:

- Ensure escape routes are kept clear of storage hazards and obstructions at all times.
- Ensure good housekeeping is maintained and prevent the accumulation of combustible material.
- Remove unwanted materials at regular intervals.
- Ensure all waste material awaiting disposal is kept in an area away from temporary buildings, stores or equipment.
- Not burn rubbish on site

6.6.4 Smoking Restrictions

Smoking is strictly prohibited in all areas, apart from a designated smoking area that will be established on site away from the view of the public.
There will be NO SMOKING allowed by operatives or any other site users outside the hoarding or the boundary of the site.

6.6.5 Highly Flammable Gases, Liquids and other Materials

- All specialist contractors are to undertake a job specific risk assessment for the storage and use of the above materials. This assessment will also incorporate the identification of specific fire hazards, risks and precautions.
- The results of risk assessments are to be communicated to Knight Build. Persons exposed to specific fire risks are to be informed accordingly.
- Specialist contractors are to provide their own labelled designated secure storage enclosures. These enclosures shall enable separation of different

gases and full and empty bottles. The location of these is to be agreed with Knight Build site management.

The storage of all dangerous materials on site will adhere to 'The Dangerous Substances and Explosive Atmospheres Regulations 2002' (DSEAR).

6.7 Emergency Procedures

The Project Manager will ensure that the Emergency Plans at Appendix D are maintained up to date and that direct and subcontractor employees are briefed with applicable fire safety, environmental and emergency evacuation procedures. He will also ensure that trials are carried out to ensure the effectiveness and practicability of the procedures.

- Spillage of fuel or chemicals - See, Appendix E1 – Spillage Procedure.
- Evacuation from a confined space.
- Recovering a fallen worker suspended by a harness.
- Where recovery of an injured or incapacitated person would be complicated because of circumstances or location e.g. a deep excavation or the roof.

6.8 Site Security

The site will be enclosed and secured by specific constructed hoarding and monarflex secured to the scaffold.

Where the works require removal and adaption of the hoarding / monarflex this will be carried out and completed before the end of the shift, security of the site is to be maintained at all times.

6.9 Workplace Inspections

The Project Manager will ensure that the following workplace inspections are undertaken in accordance with the Knight Build Management System.
The Project Manager will take necessary action, so far as is reasonably practicable, to remove risks identified during these inspections. Employees are to be encouraged to support Knight Build with maintaining safety on this project.

The subcontractor managers/supervisors are required to carry out work place inspections and be satisfied before operatives are put to work.

The site management must ensure that the access & egress routes to the site accommodation and place of work are clear at all times.
The Project Manager shall ensure that Environment & Safety inspection is carried out for the entire site on a weekly basis and appropriate actions are taken on items found that require actions.

Inspections of temporary works/scaffold shall be carried out by competent persons and logged in the safety file.

6.10 Communications

As part of our commitment to open communication, we will inform our clients of all issues that might reasonably be relevant to them. Requests for information from the media / similar external bodies are to be referred to the client or their representatives.

Communication/Consultation with the workforce is carried out in the following manner.

Project Level

Pre-award & Pre-start Meetings - Safety matters are discussed at the pre-commencement meetings and at the regular specialist contractors' progress meetings. A monthly Directors Safety meeting will be also held on site to discuss issues that concern Knight Build Ltd. Attendance to the meeting by all directors is mandatory.

Safety & Environmental meetings – The weekly Progress Meeting with the sub-contractor/s will include safety and environmental items, they will be held in the Knight Build Project office. Attendance to this meeting is mandatory. All Issues that are raised and discussed shall be rectified and recorded. Minutes of meetings will be distributed to site staff and the subcontractor/s.

Morning Co-ordination Meeting – A brief meeting is held every day between 8.00- 8.10 am to discuss daily safety issues, logistics, and proposed works for the day, and interface of works, expected visitors and deliveries. Project / Site manager or an appointed person is expected to attend this meeting.
Any issues that had arisen the previous day will also be discussed.

Site Operative Level

Toolbox and method statement briefings are given to all operatives and trades.

Individual Level

To improve the safety level on site, Knight Build has an open door policy where we would expect feedback from the workforce and others who may have concerns on current safety issues or suggestions for improvement. This could be done by bringing the issue to the attention of any Knight Build member of staff.
Knight Build will also carry out operative engagements with individuals or groups to either develop on good practice or rectify poor practice.

All engagement / consultation with employees or other site operatives will be carried out in line with the 'Consultation with Employees Regulations 1996'.

6.11 Site Rules

The Site Rules, which are contained in Appendix F, are displayed in the site canteen and communicated during site inductions.

6.12 Permit to Work Systems

The following require permits:

Type of Permit	Issued by
Hot works	Nominated Knight Build personnel only
Permit to Dig	Nominated Knight Build personnel only
Permit to enter excavation or confined space	Nominated Knight Build personnel only
Permit to Strike/ Dismantle	Temporary works co-ordinator
Demolition Permit	Nominated Knight Build personnel only
Permit to Load	Temporary works co-ordinator

Hot Works Permit

- All hot works activities undertaken are strictly controlled and co-ordinated by Knight Build.
- Persons undertaking hot works are to be suitably trained and competent.
- The nominated person will issue the permit on a daily basis after undertaking an appropriate assessment of the nature of the works and associated fire risks.
- The permit recipient is expected to sign in the hot works permit by confirming to undertake the responsibility for taking necessary safety precautions to the area where the hot works is to be carried out.
- Hot works permit cannot be collected for and on behalf of another person.
- The person undertaking hot works shall provide their own suitable fire extinguisher for the task in hand. The fire extinguishers provided by Knight Build at the fire points shall not be removed for this purpose.
- Hot works operations shall cease at least 1 hour before the end of that shift to allow for a final inspection by the issuer, permits must then be signed off.
- There will be a board positioned to display the areas where the hot works are currently being carried out.
- All hot works permit must be logged in and closed out on a daily basis. The register of this shall be kept in a place where it can be accessed at any time.
- All permit holders are to wear a permit vest which is to be issued by the Knight Build site team. The vest is to be returned at the same time as the signed off permit.

6.13 Reward and Discipline

To promote a positive health, safety and environmental culture, Knight Build operates reward and discipline schemes.

The reward will be issued monthly to individuals who complete the Knight Build “See it, Say It” cards with the best safety comments/observations/concerns or any other general comments. This will be linked to attitudes of safety on site and good working practices.

Penalties are issued for breaches of site rules. Major breaches or repeat offenders will result in removal of the responsible operatives from site.

6.14 Risk Management

The hazards specific to this project have been identified and are included in Appendix C. The Project Manager will ensure that all aspects of the works controlled by Knight Build are subject to formal risk assessments carried out by competent persons. This will normally be carried out by the specialist contractor and agreed through the method statement approval process.

A Risk Register shall be maintained as Appendix C or similar.

Where risks to the long term health of construction operatives exists as a consequence of the type of work or construction process being undertaken, the materials used or the work environment, a specific and detailed Risk Assessment must be carried out. This may include comprehensive:

- Noise Assessments.
- Control of Dust and Emissions.
- Whole Body or Hand Arm Vibration (HAVS) Risk Assessments
- Manual Handling

- Risk Assessment for exposure to potentially hazardous substances (COSHH).

6.15 Personal Protective Equipment

Specialist Subcontractors

Their employers shall issue all operatives with suitable PPE for the task in hand. Operatives are expected to inform Knight Build Ltd if their employers do not issue them with the appropriate PPE. Knight Build would take appropriate action to ensure that PPE would be available to them.

All Knight Build personnel employed on the site and for those visiting Knight Build staff will be issued with appropriate PPE for the task in hand.

Both Knight Build and subcontractors must keep adequate supply of these on sites.
The following is **MANDATORY** on this site:

- Hard hats
- Safety steel toe capped boots
- High visibility jackets (generally a yellow colour-except for a banks man where an orange colour will be used)
- Gloves – (Appropriate as identified by the specialist subcontractor)
- Eye protection – (Relevant to the task at hand)

All PPE / RPE issued and worn on site is in accordance with the 'Personal Protective Equipment Regulations 2002' and relevant European EN standards.

6.16 Non-conformance

All non-conformances are to be reported and managed in accordance with non-conformance procedures.

Details that describe the non-conformance process will include or make reference to:

- Correction (carry out rework or repair)
- Corrective action (measures to prevent recurrence)
- Preventive action (measures to prevent occurrence)

6.17 Delivery, Storage and Distribution of Materials

All deliveries shall be notified to Knight Build at least 24 hours before arriving on site so as to avoid congestion and delay in unloading.

Details of proposed deliveries are to be advised at the morning co-ordination meetings when storage locations are to be agreed.

All sub-contractors are to have a method statement and risk assessment carried out for unloading from flatbed vehicles/trailers.

All vehicles must have safety rails fitted or means to protect operatives working from the back of a lorry.

Knight Build Ltd are members of the Fleet Operator Recognition Scheme (FORS) and encourage all associated supplies to achieve Bronze membership at a minimum if they are delivering to Knight Build sites.

The FORS standard is a voluntary scheme with a purpose of raising the level of quality within fleet operations.

The FORS standard is based upon legal compliance, safety, efficiency and environmental protection.

6.18 Site Traffic Management and Access

Refer to the Site Traffic Management and access in Appendix H. This will be reviewed as and when necessary.

6.19 Plant

Only qualified and trained operatives shall be permitted to operate plant and machinery. This includes abrasive wheel and cartridge-powered tools. All plant operators must hold an appropriate and valid CPCS card. Copies of training certificates are required and must be made available to Knight Build at the induction prior to commencing work.

Plant and equipment shall be inspected prior to its use on each occasion, regularly serviced and maintained in a good working order to ensure that the exhaust emissions are of best possible quality and noise emissions are as low as feasible. Compressors/generators shall be positioned in such a way there is adequate ventilation to avoid build of toxic fumes. A copy of weekly plant inspection forms shall be given to Knight Build.

A plant register shall be maintained showing the type of plant used on site. All plant that is used for lifting purposes on site must have a valid certificate laid down under the “Lifting Operations and Lifting equipment Regulations 1998” (LOLER). These certificates shall also be kept in the site safety file.

The method of refuelling shall be appropriate to minimise the risk of spillage and any oil leaks will be attended to before a significant hazard occurs.

6.20 Temporary works

All temporary works will be controlled in accordance with the Knight Build Temporary Works Procedure and coordinated by the nominated Temporary Works Co-ordinator. See section 6 for project roles and responsibilities.

6.21 Lifting Operations (including Hoists)

The management of all Lifting Operations will comply with Knight Build, Lifting Operations procedure. All plant and equipment involved in lifting operations, including hoists, will be identified, certificated and entered onto an up-to-date register. A register of weekly inspections will be held on site and as detailed in the Lifting Operations.

Lifting Plans will be compiled and issued to site for all lifting plant and equipment by the KBL Appointed Person.

The blank record sheets will be held in the site safety record folder the Project Manager should ensure that they obtain a set of record sheets from Knight Build.

The Project manager will be responsible and will monitor the above procedures.

6.22 Working at Height

The Project Manager is the nominated Work at Height Coordinator for the project. It will be his responsibility to ensure activities to be carried out at height (or depth) have been the subject of a review, and an action plan to comply with the Working at Heights Regulations is in place. The purpose of the review is to minimise the possibility of people, materials or tools falling from height or people being hit by persons, materials or equipment/tools falling from height.

6.23 Noise

Where there is a significant noise, control measures must be identified, implemented and monitored as per the guidance for employers on the Control of Noise at Work Regulations 2005.

As a guide, noise, which prevents someone from hearing another person speaking in a normal voice 1m away, requires measures to be taken. Operations shall be subject to noise assessment as required and appropriate control measures implemented in accordance with the Knight Build Construction Safety and Environmental Procedures.

All sub-contractors are to implement best practicable means to minimise noise in accordance with current regulations. Where necessary, sub-contractors shall include with their risk assessment a noise assessment that will identify the control measures to mitigate excess noise emissions. Knight Build management will halt all operations as necessary if deemed to be unreasonably noisy.

All possible steps shall be taken to reduce the noise levels to the acceptable limits. (e.g.; maintenance, alternative plant, alternative methodology, positioning of plant, acoustic screens/barriers, time spent and as a last resort with the issue of PPE).

All sub-contractors shall issue Personal Protective Equipment to their operatives to comply with the requirements of noise at work regulations 2005

Knight Build management reserves the right to halt any operations deemed to be causing an unreasonable noise level.

6.24 Control of Hazardous Substances

Any person wishing to bring onto site any hazardous substance as defined by the Control of Substances Hazardous to Health Regulations 2002 (COSHH) or with a potential to harm the environment, must notify Knight Build. They shall also provide a COSHH Assessment identifying all necessary control measures.

6.25 Protection of the Public.

The site hoarding and scaffolding around the site boundary will provide site security and preventing unauthorised access onto site. Adequate lighting and signage will be provided informing the general public it is a construction site and no unauthorised access is permitted.

A full time Traffic Marshal will be stationed outside the site during all of the working day to direct all access and egress movements of vehicles visiting the

site and also ensure that all pedestrians and other road users are able to pass the site safely.

6.26 Management of Specialist Contractors

Specialist Contractors will be managed in accordance with the requirements of the Knight Build ISO procedures and management systems.

6.27 Dust and Emissions.

All site activities that may generate dust must be planed, suppression measures must be established, implemented and maintained to minimise the spreading of dust and emissions.

Knight Build will follow best practice guidance from the HSE and London councils.

(SEE CONTROL OF DUST AND EMISSIONS RISK ASSESSMENT APPENDIX K)

7 Organisation and Personnel

7.1 Organisation Chart

The project organisation chart is included in Appendix A and prominently displayed on the site notice boards.

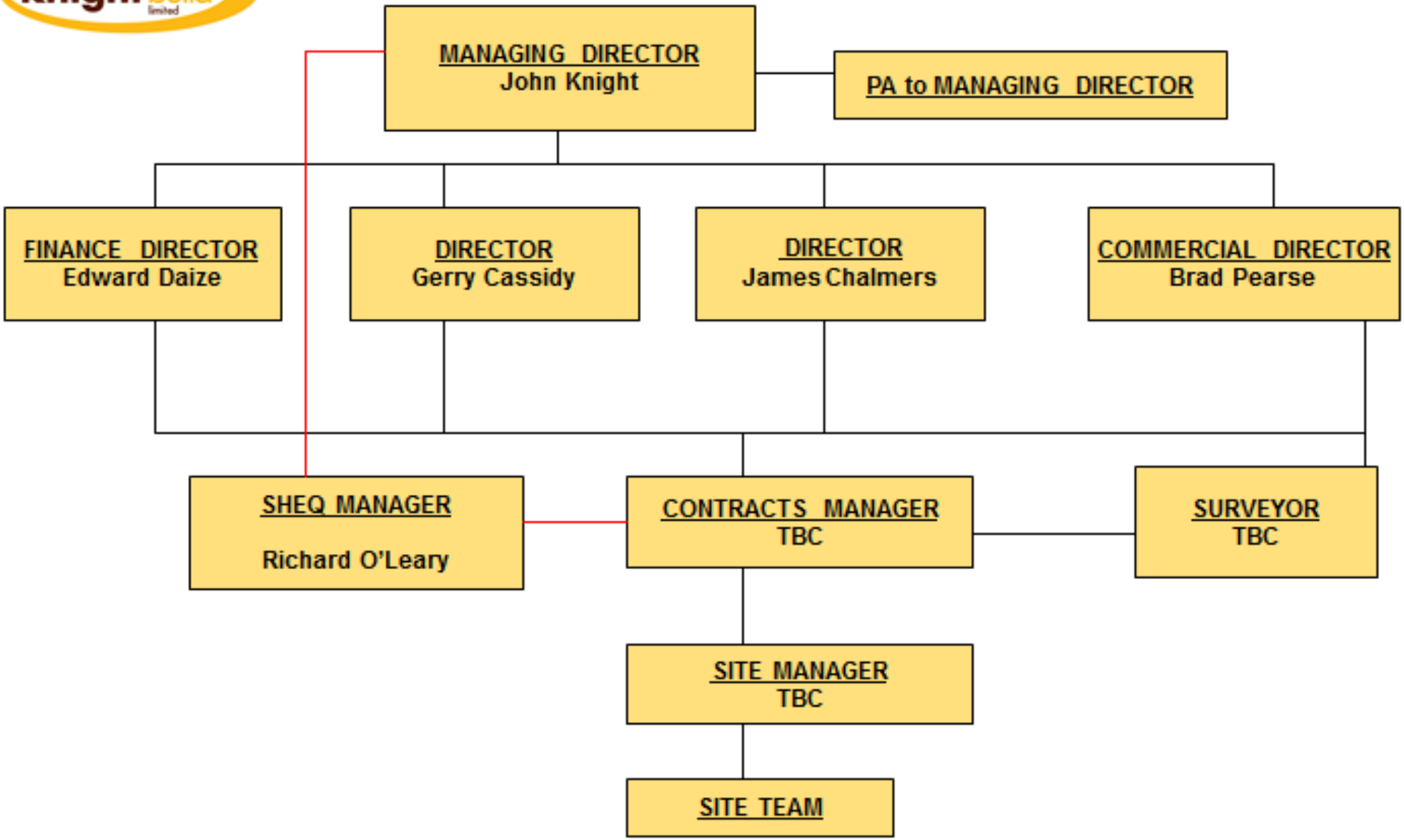
7.2 Project Directory

The Project Directory is included at Appendix B.

6 Appendix A – Organisation Chart

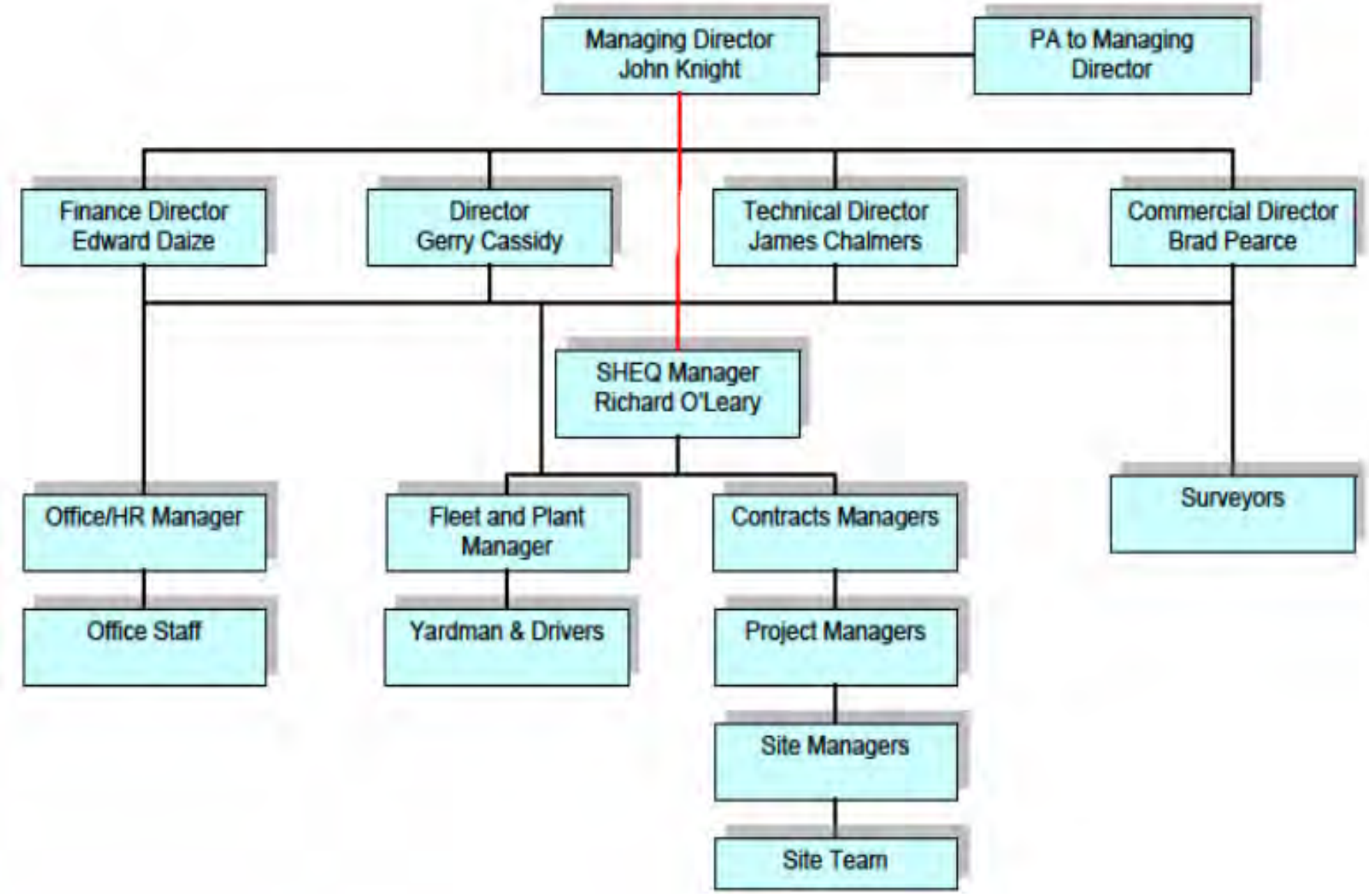
See attached

73-75 Avenue Road

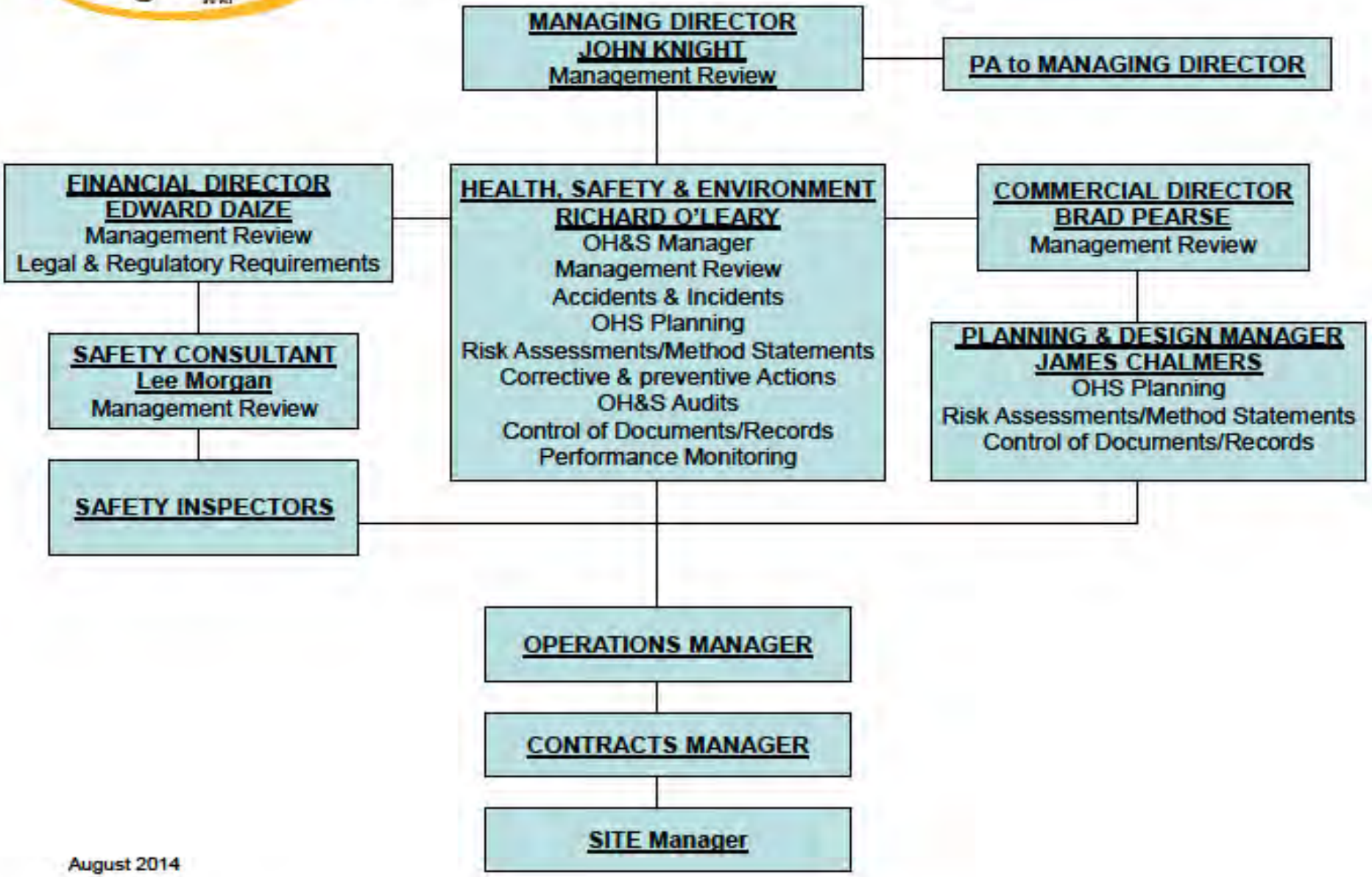


73-75 Avenue Road, London, NW8

Project Management Structure



SHE STRUCTURE CHART



73-75 Avenue Road, London, NW8

7 Appendix B – Project Directory

See attached.

	Key personnel		
	Position	**Contact**	**Contact Details**
Name	**Client** Deroda Investments Ltd c/o mdesign 25 Grosvenor Street London W1K 4QN	**Contact** Alun Dawson	**Tel:** 020 7258 8500 alun@mdesignlondon.com
Name	**Architect** Malcolm Thornton 250 Kennington Lane London SE11 5RD	**Contact** Malcolm Thornton	**Tel:** 020 7091 9800 mthornton@tffa.co.uk
Name	**Structural Engineer** HEYNE|TILLETT|STEEL 77 Bastwick Street London EC1V 3PZ	**Contact** Neil Cameron	**Tel:** 0207 870 8050
Name	**M&E Consultant** Ridge and Partners LLP Harling House 47-51 Great Suffolk Street London SE1 0BS	**Contact** James Green	**Tel:** 01993 815184 jmegreen@ridge.co.uk
Name	**Interior Designer / Project Manager** mdesign 25 Grosvenor Street London W1K 4QN	**Contact** Alun Dawson	**Tel:** 020 7258 8500 alun@mdesignlondon.com
Name	**Landscape Consultant** Landmark Trees 20 Broadwick Street London W1F 8HT	**Contact** Adam Hollis	**Tel:** 020 7851 4544
Name	**Planning Consultant** Savills 33 Margaret Street London W1G 0JD	**Contact** Katie Hale	**Tel:** 020 7420 6378 khale@savills.com
Name	**Principle Contractor.** Knight Build Ltd Unit 22 Childerditch Industrial Park Brentwood Essex CM13 3HD	**Contact** John Knight	**Tel:** 01277 810777 07939 016007 John.knight@knightbuild.co.uk

8 Appendix C – Site Environmental Risk Assessment

See attached

SITE: 73-75 Avenue Road, London, NW8

SITE ENVIRONMENTAL RISK ASSESSMENT

Form EP07-B	ENVIRONMENTAL RISKS AND OPPORTUNITIES ASSOCIATED WITH ACTIVITY														
ACTIVITY	**Dust And Emissions**	**Noise**	**Vibration**	**Emissions & odours**	**Pollution of water courses**	**Pollution of ground water**	**Ground contam-ination**	**Archaeology**	**Wildlife & countryside**	**Wastes arisings**	**Recoverable materials**	**Use of energy**	**Use of water**	**Use of raw materials**	**Others (state)**
Guidance Ref.															
Site survey	N/A	✓	N/A	✓	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Site set up	✓	✓	✓	✓	✓	✓	N/A	N/A	N/A	✓		✓	✓	✓	
Site clearance	✓	✓	✓	✓	✓	✓	✓	N/A	N/A	✓	✓	✓	✓	✓	
Demolition	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓	✓	✓	
Asbestos removal	✓	✓	✓	✓	✓	✓	✓	N/A	N/A	✓	✓	✓	✓	✓	
Waste removal & disposal	✓	✓	✓	✓	✓	✓	✓	N/A	N/A	✓	✓	✓	✓	✓	
Piling	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓	✓	✓	
Groundwork's	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓	✓	✓	
Drainage	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓		✓	
Concrete Activities	✓	✓	✓	✓	✓	✓	✓	N/A	N/A	✓	✓	✓	✓	✓	
Structural Erection	✓	✓	✓	✓	✓	✓	N/A	N/A	N/A	✓	✓	✓	✓	✓	
Brickwork	✓	✓	✓	✓	✓	✓	N/A	N/A	N/A	✓	✓	✓	✓	✓	
Cladding including windows	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Roads & kerbs/external works	✓	✓	✓	✓	✓	✓	✓	N/A	N/A	✓	✓	✓	✓	✓	
Services-electrical	✓	✓	✓	✓	N/A	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	
Services-mechanical	N/A	✓	✓	✓	N/A	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	
Roofing	N/A	✓	✓	✓	N/A	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	
Internal partitions	N/A	✓	✓	✓	N/A	✓	N/A	N/A	N/A	✓	✓	✓	✓	✓	
Ceilings	N/A	✓	✓	✓	N/A	✓	N/A	N/A	N/A	✓	✓	✓	✓	✓	
Carpentry & joinery	N/A	✓	✓	✓	N/A	✓	N/A	N/A	N/A	✓	✓	✓	✓	✓	
Floor finishes	N/A	✓	✓	✓	N/A	✓	N/A	N/A	N/A	✓	✓	✓	✓	✓	
Decorations	N/A	✓	✓	✓	N/A	✓	N/A	N/A	N/A	✓	✓	✓	✓	✓	
Personnel, transport to/from site	✓	✓	✓	✓	N/A	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	

SITE ENVIRONMENTAL RISK ASSESSMENT

Approved by: Richard O'Leary

Date: November 2014

Key:

✓ Site specific measures required at this site

✓ No specific requirements beyond general environmental measures

Print Name: Danny O'Leary

Position: H&S Manager

9 Appendix D – Emergency Plan

See attached

Hazard Description	Risk/s Arising	Existing Controls	Required Controls	Site Notes
FIRE – Due to planned work processes	a) People trapped ▪ Fatal injury/ies ▪ Fatal asphyxiation ▪ Burn injuries	▪ Segregation of flammable substances, gases and liquids ▪ Hot-work Permit controls ▪ Emergency evacuation plan	▲ **Explain controls at initial induction and following any variation.** ▲ **Upgrade controls in the event of any physically or disabled person being present on site.**	
	b) Compressed gases and accelerants	▪ Use restricted to named trades and specialisations ▪ Dedicated storage arrangements ▪ Signage displayed ▪ MSDS on site file ▪ Permit to Work controls	**Check:** ▲ **contractors' risk assessments/ safety method statements;** ▲ **standard of understanding and compliance;** ▲ **that compressed gases and accelerants are locked away and secured once a task is completed.**	
	c) Electrical apparatus overheating or being overloaded	Controls include: ▪ Anticipated load calculated and allowed for ▪ All portable electrical appliances and leads subject to PAT requirements ▪ Supply subject to quarterly planned inspections.	**Check:** ▲ **and confirm PAT compliance.** ▲ **daily - MDUs OUs for damage or defects etc;** ▲ **and record the cause/s of any power failure;** ▲ **at least three-monthly examination and report of 240v + electrical supply**	
FIRE – Due to malicious intent	a) People trapped within the building or temporary accommodation units	▪ Site specific standards detailed in the project Construction Phase Health and Safety Plan and supplemented by the Fire Safety Plan ▪ Signing in/out control for all personnel and visitors	▲ **Provide emergency/back-up lighting and check periodically.** ▲ **Keep all access/egress routes clear – inspect compliance standards at least daily.** ▲ **Ensure signing in/out controls are complied with by all individuals attending site.** ▲ Where disregarded, implement disciplinary procedures.	
	b) Trespassers trapped within the building or temporary accommodation units	Site perimeter fencing and entrance points subject to end of shift inspection in respect of: ▪ Integrity ▪ Security ▪ Suitability	**Double-check and secure voids where children or youngsters may gain access to the site.**	
	c) Combustion accelerated by on-site fuel sources	▪ Isolation of liquid fuel supplies, including diesel fuel ▪ Spillages/overflows to be cleared at the end of each shift ▪ Prohibition of overnight storage of petrol on site ▪ Compressed gas cylinders to be stored in a dedicated secure area	▲ **Check the entire site at the end of each shift.** ▲ **Prohibit or reduce the number of compressed gas cylinders left overnight on site.** ▲ **Prohibit or restrict on site the number or quantity of materials/products classified as 'Highly' or 'Extremely' flammable.** ▲ **Ensure that solvent containers are properly closed/sealed.**	

EMERGENCY PLANNING GUIDE

Hazard Description	Risk/s Arising	Existing Controls	Required Controls	Site Notes
EMERGENCY EVACUATION ROUTES - Unmarked or unclear	a) Occupant confusion	All workers and visitors must attend an initial site Safety Induction before entering or starting work on site	**Check safety induction register daily. Any person who has not been inducted will not be allowed to remain in the construction/live areas**	
	b) Occupant complacency	Fire Marshals are required to patrol all locations on and around site to ensure routes are: ▪ Clearly signed ▪ Clear of obstruction ▪ Adequately illuminated	**Fire Safety Plan to be referred to for site specific and prevailing requirements**	
	c) Uncontrolled disposal of flammable and/or combustible waste	Trades will be directed to clear their waste arisings as directed by manufacturers/suppliers as work is progressed	**Any disregard for the control of flammable or combustible waste management to be subject to the Company's disciplinary and contractual requirements**	
VEHICLE and MOBILE PLANT CONTROL - Supervision and Co-ordination	a) Vehicles or mobile plant obstructing dedicated emergency service access routes	▪ Ideally one-way vehicular traffic and mobile plant routes to be established and clearly signed	▲ **Dedicated traffic and mobile plant routes to be identified on the site Traffic Management Plan.** ▲ **Preferred arrival and turning points for fire tenders to be established and marked.**	
	b) Outbreak of fire on board vehicles or mobile plant	▪ All vehicles authorised to be on site to have a suitable and fully charged fire extinguisher on board ▪ Where mobile plant has a flame suppression system this must be subject to inspection in accord-ance with the manufacturer's instructions	▲ **Check Company task safety method statements for precise requirements.** ▲ **Check contractors' risk assessment for vehicles and mobile plant – emergency procedures should be in place.**	
	c) Storage of loose spare fuel containers on board petrol powered vehicles	Maximum permissible storage limited to 5 litre in an approved plastic container	**Site specific restrictions and limitations to be notified to contractors and other suppliers in advance of their arrival on site - e.g. pre-contract meetings or specified on materials purchase forms.**	

10 Appendix E – Spillage Procedure

See attached

SPILL RESPONSE PROCEDURE

In case of spillage of oils or chemicals report immediately to the Knight Build site Manager. If it affects drains the KBL site manager will then report it to the SQE Manager who will investigate the incident, take steps to reduce any Environmental damage and the notify the Environmental agency and the local sewage undertaker.

Identify the source of the pollution and stop the flow immediately.
Switch off all sources of ignition.

AVOID THE SPILLAGE SPREADING

Check the drainage plan; where will the spillage go?
Stop the flow if possible.

USE THE SPILL KIT

Dam the flow with earth, sand or polythene.
Divert from drains wherever possible.

Do not wash spillage into the drainage system – it only makes things worse. Never use detergents. Use sand or absorbent pads to mop it up.

If the spill has already entered the drains, block off the lowest point of the drain system before it leaves the site.

Shovel contaminated sand, earth or granules into sacks or skips according to size. These must be correctly disposed of according to the type of contamination. Oil pools can be removed by sludge-gulper first.

Knight Build SQE Manager – Richard O'Leary Tel: 07951 902442
Environment Agency Emergency Hotline – Tel: 0800 807060
Sewerage Undertaker for the area – (obtain number)

11 Appendix F – Site Rules

See attached

73-75 Avenue Road, London, NW8

SITE RULES

- READ, UNDERSTAND AND FOLLOW THE TASK SPECIFIC METHOD STATEMENT. If you cannot work safely, then stop and reassess the risk and adapt the Method Statement with you supervisor. REMEMBER - NO METHOD STATEMENT – NO WORK.
- High visibility clothing to be worn at all times on site.
- Hard hats to be worn at all times on site.
- Safety footwear to be worn at all times on site.
- All other personal protective equipment (PPE) when provided is to be used as directed.
- The consumption of food and drink will only be permitted within the defined site boundary in the location for eating.
- No smoking is permitted inside any of the buildings. All personnel will carry out their duties with regard for their own health, safety and welfare and will have regard for the health, safety and welfare of others.
- No fire or burning rubbish.
- Ensure any open excavations, pits, wells, basement landings, manholes, etc are securely fenced when unattended.
- Ensure the traffic management plan is complied by all site users.
- Gas appliances must be turned off and disconnected at the gas bottle out of working hours.
- No hot works to be carried out without a permit to work. (This excludes gas burning and abrasive saws).
- No connection to live services without a permit to work.

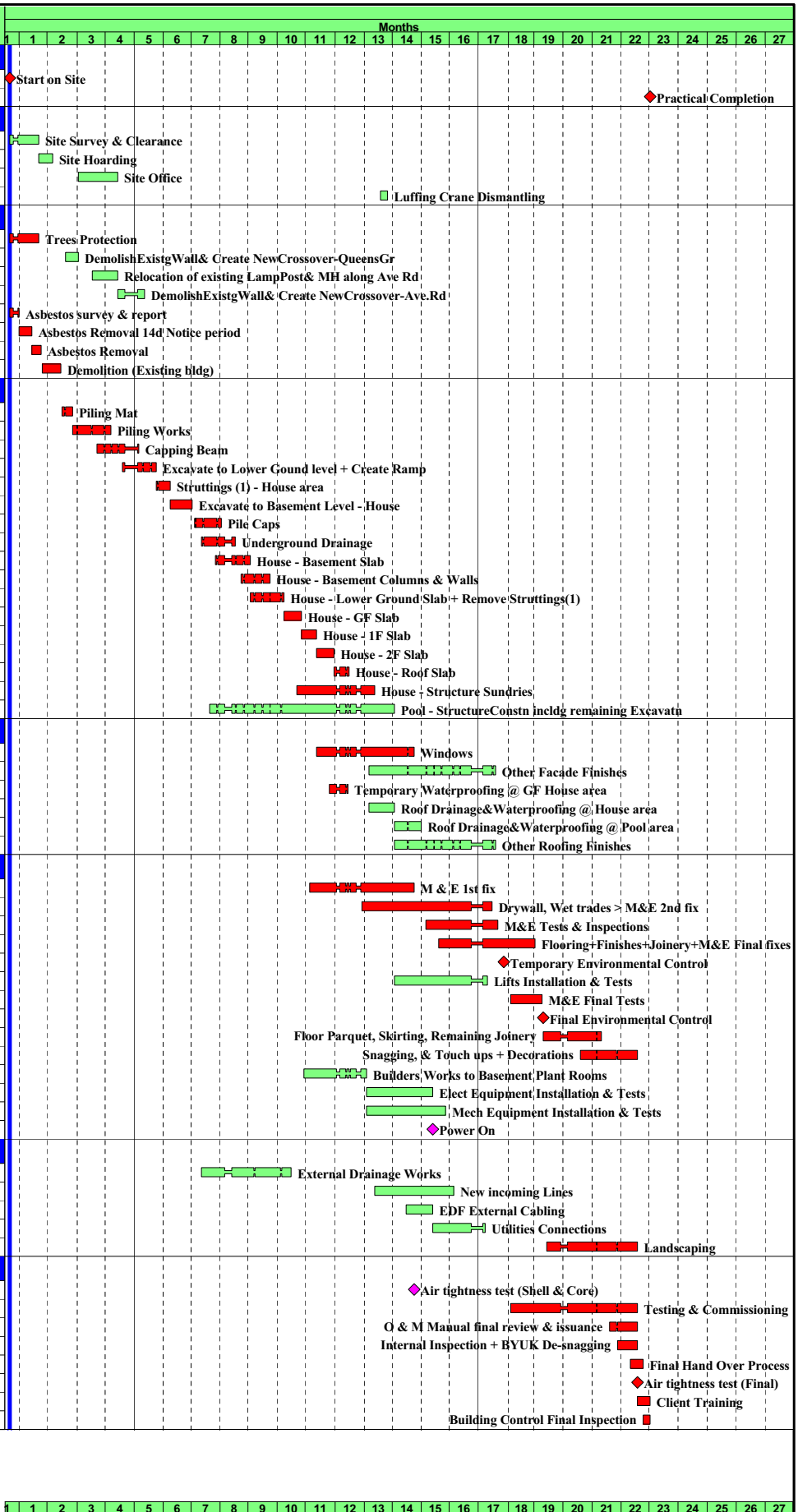
- No materials whatsoever are to be removed from the site without written authority.
- No vehicle or plant to be left running unattended at any time.
- All foreign object debris to be removed from site to secure area for disposal.
- Maintain clear access / egress routes at all times, do NOT create slip, trip and fall hazards. Store materials and equipment in the agreed allocated areas.
- Always use the walkways provided.
- Electrical plant, hand held tools and leads to be properly tested on a regular basis. Do not use unsafe equipment on site, report any defects and keep leads tidy.
- The wearing of shorts is not acceptable and a minimum of a short sleeved T Shirt is required beneath high visibility clothing.
- Understand the Site Fire Strategy, the interface with adjoining operational areas and the impact your work may have on others.
- The use or possession of drugs / alcohol on site is strictly prohibited.
- Only operate plant / tools if you are trained, competent and authorized to do so.
- The use of foul language and threatening behavior will NOT be tolerated.

All areas other than those required for providing personnel access to the site and contract area and for the delivery of material and removal of debris, are out of bounds to contracting personnel at all times. No access to adjoining properties will be allowed without prior authority from the Contract Administrator.

12 Appendix G – Programme Durations

See attached

Activity ID	Activity Description	Orig Dur
Project Key Dates		
GEKDK13	Start on Site	0
GEKDK91	Practical Completion	0
Site Installation		
GESIC01	Site Survey & Clearance	20
GESIC05	Site Hoarding	10
GESIC52	Site Office	30
GESIC35	Luffing Crane Dismantling	5
Enabling Works		
GEENC21	Trees Protection	20
GEENC24	DemolishExistgWall& Create NewCrossover-QueensGr	10
GEENC22	Relocation of existing LampPost& MH along Ave Rd	20
GEENC23	DemolishExistgWall& Create NewCrossover-Ave.Rd	10
GEDMC04	Asbestos survey & report	5
GEDMC00	Asbestos Removal 14d Notice period	14
GEDMC01	Asbestos Removal	7
GEDMC02	Demolition (Existing bldg)	15
Structure		
FDEXC00	Piling Mat	8
FDPIC00	Piling Works	25
FDCNC07	Capping Beam	19
GEEXC01	Excavate to Lower Gound level + Create Ramp	13
GEEXC04	Struttings (1) - House area	10
GEEXC02	Excavate to Basement Level - House	18
FDCNC01	Pile Caps	18
FDUDC01	Underground Drainage	18
BSCNC02	House - Basement Slab	18
BSCNC03	House - Basement Columns & Walls	20
LGCNC02	House - Lower Ground Slab + Remove Struttings(1)	20
00CNC02	House - GF Slab	13
01CNC02	House - 1F Slab	12
02CNC02	House - 2F Slab	12
RFCNC02	House - Roof Slab	10
GECNC11	House - Structure Sundries	52
GESTZ01	Pool - StructureConstn incldg remaining Excavatn	119*
Roofing & Facade		
GEWDC02	Windows	66
GERFC02	Other Facade Finishes	80
GEWPC01	Temporary Waterproofing @ GF House area	10
GEWPC02	Roof Drainage&Waterproofing @ House area	20
GEWPC03	Roof Drainage&Waterproofing @ Pool area	20
GERFC03	Other Roofing Finishes	60
B.S., Archi Finishes, Fit-Out		
GEBSC01	M & E 1st fix	72
GEDWC11	Drywall, Wet trades > M&E 2nd fix	88
GEBSC13	M&E Tests & Inspections	45
GEATC11	Flooring+Finishes+Joinery+M&E Final fixes	65
GEATC21	Temporary Environmental Control	0
GELEC05	Lifts Installation & Tests	60
GEBSC14	M&E Final Tests	25
GEATC22	Final Environmental Control	0
GEATC12	Floor Parquet, Skirting, Remaining Joinery	38
GEATC19	Snagging, & Touch ups + Decorations	40
GEATC15	Builders Works to Basement Plant Rooms	40
GEBSC03	Elect Equipment Installation & Tests	50
GEBSC04	Mech Equipment Installation & Tests	60
GEBSC11	Power On	0
External Works		
GEDRC05	External Drainage Works	60
GEUTC10	New incoming Lines	60
GEUTC3E	EDF External Cabling	20
GEEWC05	Utilities Connections	30
GEEWC09	Landscaping	60
Handover		
GEBSC23	Air tightness test (Shell & Core)	0
GEBSC22	Testing & Commissioning	88
GEBSC37	O & M Manual final review & issuance	20
GEATH04	Internal Inspection + BYUK De-snagging	15
GEATH05	Final Hand Over Process	10
GEBSC24	Air tightness test (Final)	0
GEBSC38	Client Training	10
GEATH06	Building Control Final Inspection	5



Data Date 22AUG11
Run Date 31AUG11 16:21

1-Early Bar
Progress Bar
Critical Activity

AVT1 Sheet 1 of 1

73-75 Avenue Road

DRAFT Works Programme

Note:

Design & Procurement NOT taken into account yet

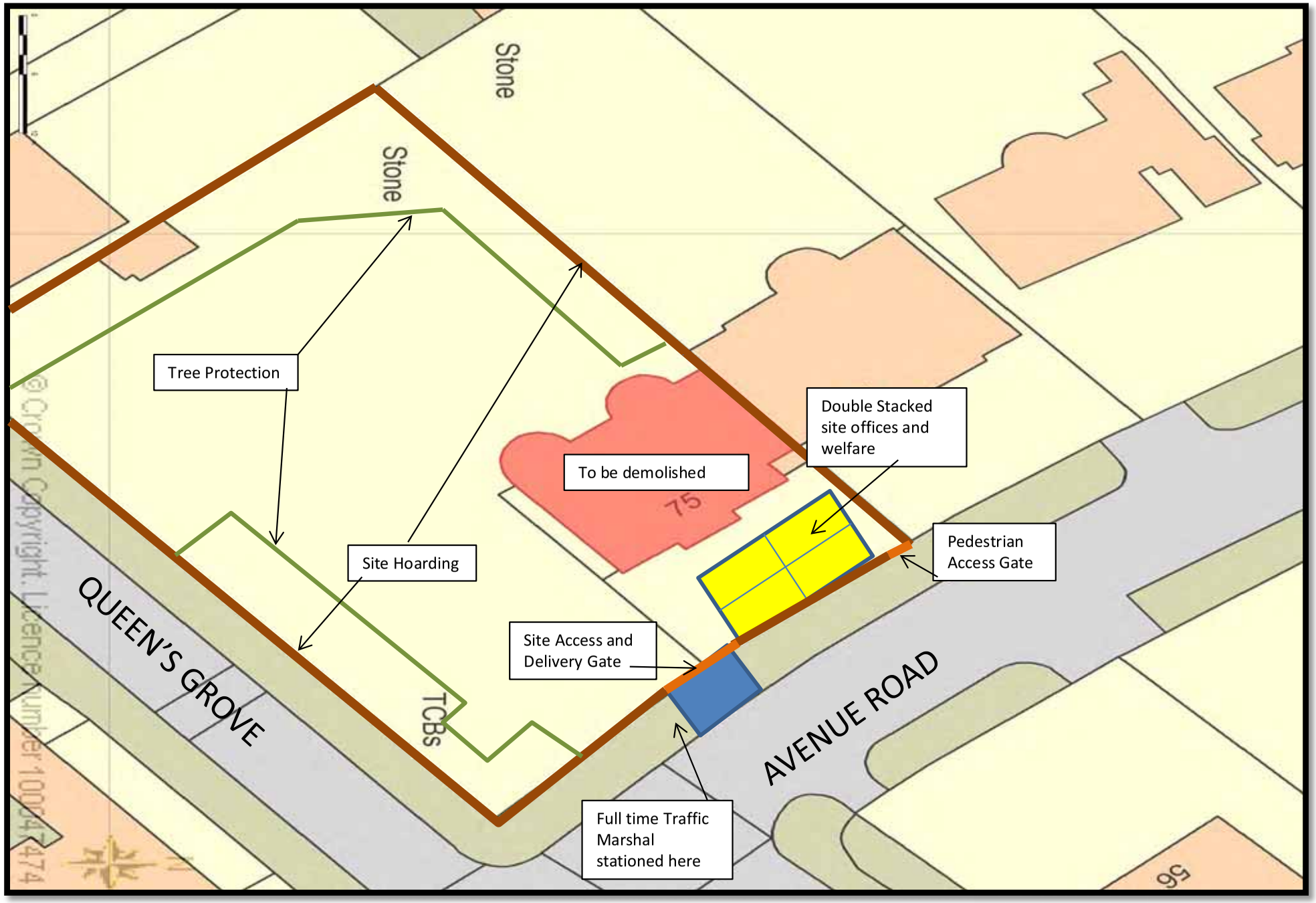
75AVE/A0/ALL/BYG/PRG/C00001.Draft

Date	Revision	Checked	Approved
30AUG11	Rev. F		

13 Appendix H - Site Traffic Management & Access

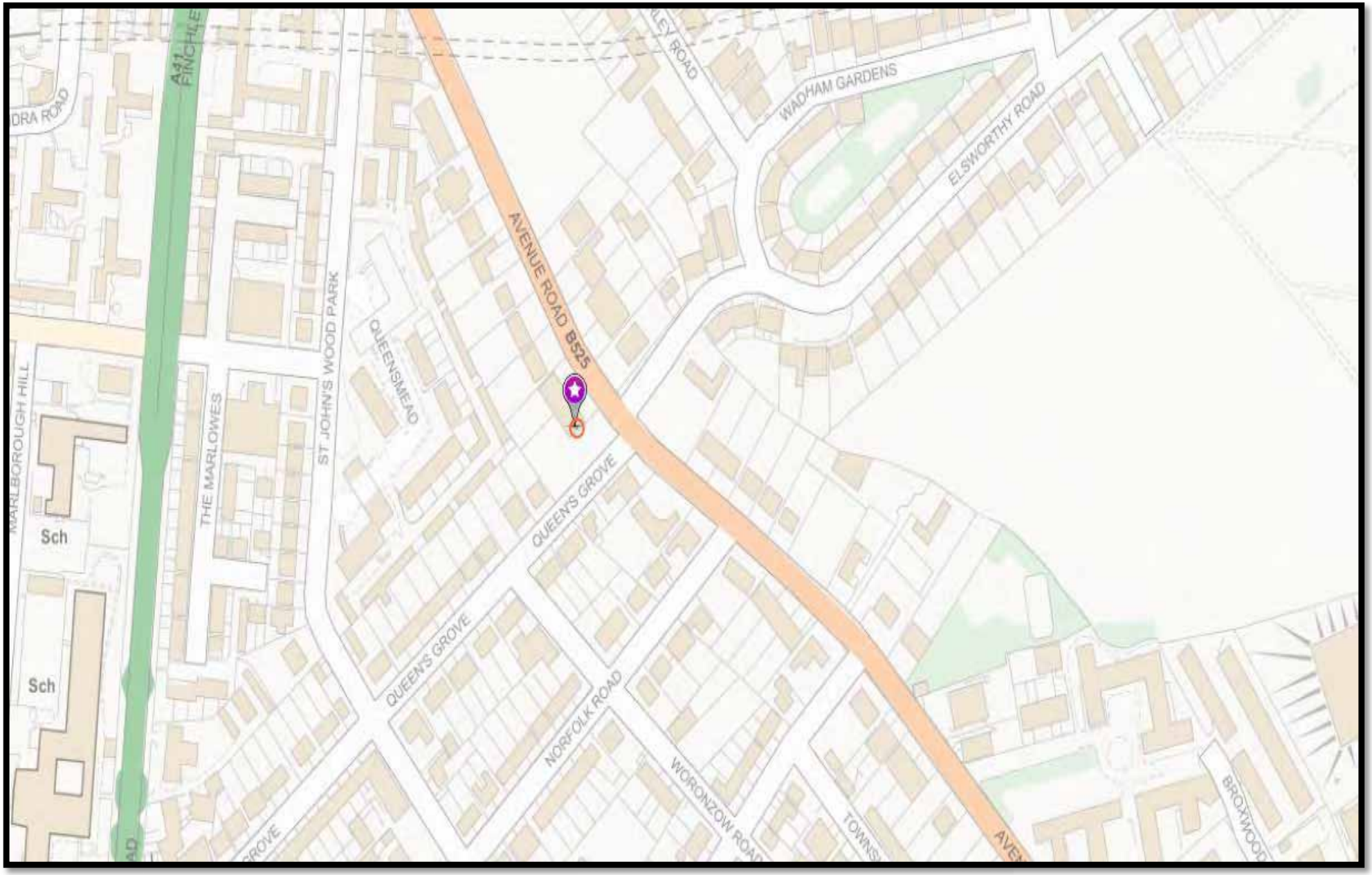
See attached

73-75 Avenue Road, London NW8 6JD



73-75 Avenue Road Site Logistics

73-75 Avenue Road, London NW8 6JD



14 Appendix I - Fire Risk Assessment

See attached

KNIGHT BUILD LTD
PROJECT / SITE
FIRE RISK ASSESSMENT

Premises	73-75 Avenue Road. London NW8 6JD
Department	Construction Project
Date of Assessment	
Assessment completed by (competent person)	

1. Hazard	**Comments & Observations**
a. Electrical Installation:	
Condition	
Last Inspected	
Portable Appliances	
Last Inspected	
Use of Circuit Breakers	
b. Heating:	
Portable Heaters	
Location	
Proximity of Combustible Items	
Fixed Heating	
c. Flammable Solutions:	
Storage	
Use	
d. Processes:	
Machinery	
Materials	
Fire Protection	
e. Fire Appliances:	
Hand Appliances	
Hose Reels	
Sprinklers	
Alarms	
Maintenance	
f. Means of Escape:	
Fire Exits	
Signs	
Evacuation Drills	

g.	**Housekeeping:**	**Comments & Observation**
	Removal of Waste	
	Smoking	
	Storage Arrangements	
	Use of Fork Lift Trucks	
	Charging Overnight	
	Environmentally sensitive areas	
	Liquefied Petroleum Gas (LPG) Cylinders	
	Hazard	
a.	**Premises:**	
	Combustible Construction	
	Combustible Linings	
	Legal compliance	
	Warning equipment to correct standard / commissioned / tested	
	Exposure From Adjoining Premises	
	Communication with Adjoining Premises	
	Occupation of Adjoining Premises	
b.	**Fire Plan:**	
	Nominated Personnel	
	Adequately Trained	
	Fire Brigade Contact	
Close Out:		
	Person carrying out assessment:	
	Assessment complete:	
	Signature:	
	Date:	
	Project Director / Senior Project Manager	
	Actions complete:	
	Signature:	
	Date:	
	Fire Safety Plan:	
	Results included in Fire Safety Plan:	
	Signature:	
	Date:	

15 Appendix J - The Control of Dust and Emissions.

See attached

Risk Assessment No. KB /RA/001

SPECIFIC RISK ASSESSMENT

Site Name: The Morrison						**Site Number: 73 – 75 Avenue Road**			
Site Location: London, NW8						**Specialist Discipline: Control of Dust and Emissions.**			
Assessor: Richard O'Leary		**Signed:**				**Date: November 2015**			
Activity / Element	**Full Description of Hazards**	**Who at risk**	**Initial Risk Rating**			**Control Measures Specified**	**Residual Risk Rating**		
			L	**C**	**R**		**L**	**C**	**R**
Pre-Site Preparation	Failure to plan site activities to deal with specific pollution problems (dust and emissions).	All	H	H	H	1. Follow best practice and prevent dust and other pollutant emissions from being carried outside the boundary. 2. Compile method statements and risk assessments. 3. Machinery, fuel and chemical storage and dust generating activities will not be located close to boundaries and sensitive receptors if at all possible. 4. Erect effective barriers around dusty activities (The front of the site will be fully scaffolded with a monarflex screen) 5. Notify the Local Authority Building Control Team. 6. Inventory and timetable of all dust generating activities. 7. Erection of solid barriers to site	L	L	L

						boundary. 8. All site personnel to be fully trained. 9. Identify responsible person in charge.			
Haul Routes, Access Routes	Generation of dust and emissions, Failure to maintain Haul and access routes	All	H	H	H	1. Use consolidated surfaces on all haul roads (Tarmac) to reduce dust emissions. 2. Regularly inspect all access and haul roads for integrity and repair if required. 3. Daily sweeping and cleaning. 4. Impose speed limits.	L	L	L
Damping down haul routes both within and outside the site	Forming of wet areas. Causing splashing, Generating puddles.	All	H	H	H	1. Approved wet methods or mechanical road sweepers on all roads during periods of dry weather. 2. Clean road edges and pavement using wet method. 3. Use approved wet method or mechanical road sweepers on all roads at least once a day. 4. Provide hard standing areas for vehicles and regularly inspect and clean these areas. 5. Where possible use sustainable sources of water, e.g. dewatering or extraction holes. 6. Contact the Environment Agency to recycle any collected material or run-off	L	L	L

						water – according to legal requirements.			
Vehicles	Dust and emissions created by vehicles.	All	H	H	H	1. We will carry out the following controls to reduce dust and particulates associated with vehicles- such as that from exhaust emissions, the contact of tyres on the road surface or dust blowing from material being carried. 2. All vehicles must switch off engines – no idling. 3. Set speed limits. 4. Cover and secure all loads entirely with clean sheets that are entering and leaving the site. 5. Wash vehicle wheels when leaving site. 6. Reduce the number of vehicle movements where possible. 7. Control of queuing or parked vehicles outside the site both during and before the site opens.	L	L	L
Site monitoring protocols	Managing the generation of dust and emissions. Dust and emissions from works activities. Dust and emissions from vehicles.	All	H	H	H	1. Employ best practice at all times. 2. Take into account the impact of dust and particulates on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside of the site boundary such as by visual assessment 3. Keep an accurate log of complaints from	L	L	L

						the public.. 4. Determine the prevailing wind direction across the site and plan site activities to suit. 5. Monitor dust deposition and spoiling rates as these can be used to indicate nuisance. 6. We will carry out a visual inspection of site activities, dust controls and site conditions and record in a daily dust log. 7. We will appoint a designated person to regular monitor air quality on a daily basis on this site using a hand held monitor and check against site set limits. 8. The site set limit on this site will be 250 ugG/m3 over 15 minutes (or 200 ug/m3 for TEOM measurement).			
Site entrances / exits	Dust and emissions escaping through site entrance. Build-up of dust and emissions at site entrance. Mud and dust on the road.	All	H	H	H	1. We will employ the following control measures to help prevent dust being spread outside the site boundary by site vehicles at entrances and exits. 2. All vehicles to be inspected prior to leaving site 3. Full time traffic marshal to be in place during all working hours 4. Wheel-wash all vehicles entering and leaving the site.	L	L	L

						5. Traffic marshal controlling the site entrance. 6. Put in place procedures for effective cleaning of vehicles and inspection which should include full inspection of underside and wheels of vehicle. 7. Ensure the loading of materials is done with the lowest drop height. 8. Vehicles carrying dusty materials should be securely covered before leaving site. 9. Enter all information of all vehicles entering/leaving site in a log book.			
Mobile crushing plant.						**NO CRUSING TO TAKE PLACE ON SITE**			
Excavation and earthworks.	Dust and emissions generated by works activity.	All	H	H	H	1. All dusty activities should be damped down, especially during dry weather. 2. Temporarily cover earthworks where possible. 3. Re-vegetate exposed areas to stabilise surfaces.	L	L	L
Stockpiles and storage mounds.	Dust and emissions generated from stockpiles. Loose materials blowing across site	All	H	H	H	1. Do not maintain long term stockpiles on site. 2. Minimise drop heights to control the fall of materials (dust) 3. Keep stock piles away from the site boundary.	L	L	L

	and in to public areas.					4. Cover stock piles if possible. 5. Take into account the predominant wind direction when siting the position of stockpiles. 6. Reuse hard-core where possible to avoid unnecessary vehicle movements. 7. Erect fences of similar height and size to the stockpile to act as wind barriers and keep these clean using wet methods 8. Keep stock piles damped down.			
Cutting, grinding and sawing.	Dust and emissions generated from cutting, grinding and sawing work activities.	All	H	H	H	1. All equipment should be fitted with water suppressant systems. 2. Use dust extraction techniques where possible. 3. Do not carry out cutting activities where dust is driven directly into public areas. 4. Use pre-cut materials where possible. 5. Use local exhaust ventilation	L	L	L
Chutes and skips	Dust and emissions generated from the loading of skips and the using of chutes.	All	H	H	H	1. Securely cover skips. 2. Minimise drop heights. 3. Regularly damp down surfaces with water. 4. Completely enclose skips where possible. 5. Do not carry out works in windy conditions	L	L	L
Scabbling.	Dust and emissions	All	H	H	H	1. Best Practice management must be in	L	L	L

	generated by Scabbling works.					place at all time. 2. Avoid scabbling works where ever possible. 3. Pre-wash works surfaces. 4. Screen off works areas 5. Vacuum up all dusty residue rather than sweeping away.			
Demolition.	Dust and emissions generated from demolition works and activities.	All	H	H	H	1. All dusty activities should be damped down, especially during dry weather. 2. Strip and screen the building with suitable material and strip the inside of the building before demolition begins. 3. Notify the Health and Safety Executive of the works to take place. 4. Only licenced and competent operatives will be used. 5. Clearly identify the location of asbestos containing materials before starting work. 6. Procedures put in place to sample and analyse suspect materials. 7. Independent air sampling will be carried out to ensure standards are met. 8. Disposal of asbestos-containing materials to licensed waste sites according to HSE guidelines before the demolition works commence. 9. Materials will be removed from site as soon as possible to reduce stock piling.	L	L	L

Waste Disposal /Burning	Dust and emissions generated from waste disposal and burning activities	ALL	H	H	H	1. There will be no burning allowed on site at any time. 2. All excess material will be used elsewhere on site, sent to other sites to be used, sent to transfer stations for recycling, sent back to the supplier for re-stacking or at the very last resort sent to landfill. 3. All skips to be labelled and sorted where possible. 4. Materials to be stored away from sensitive locations. 5. We will employ a just-in-time delivery system to reduce the amount of time materials are stored on site.	L	L	L

Dealing with spillages	Emissions and contamination rising from spillages.	All	H	H	H	1. The following measures will be implemented on this project. 2. Bunded areas will be used wherever practicable. 3. Regular site inspections will be carried out looking for spillages. 4. Spill kids will be placed around the site and operatives trained in their use. 5. Certain spillages will be cleaned using agreed wet handling methods. 6. Vacuum and sweep activities will be regularly carried out to prevent the build-up of fine waste dust material, which is spilled on the site, and is designated as waste and will be removed from site as per the site waste management plan. 7. The Environment Agency, London Fire and Emergency Planning Authority (LFEPA) will be informed if harmful substances are spilled.	L	L	L

L = Likelihood **C = Consequence** **R = Risk (Likelihood x Consequence)**	**Likelihood: Low Risk = L, Medium Risk = M, High Risk = H,** **Consequence : Low Risk = L, Medium Risk = M, High Risk = H,**

16 Appendix K - Air Quality and Carbon Reduction

See attached

73-75 Avenue Road, London, NW8 6JD.
Air Quality and Carbon Reduction Method of Works.

Procedures will be put in place to ensure that the air quality will be maintained throughout all stages of the construction works at the above project and carbon emissions are minimised as much as possible when using plant and machinery and receiving deliveries as well as removing waste and spoil from site.

Records will be kept recording all vehicle movements to and from site as well insisting that all vehicles are of a standard that produce low emissions.

Air quality monitoring will be undertaken from day one on site and records kept and issued to confirm the standard achieved (a trigger action level for PM10 concentrations of 200ug/m3 (15 minutes average) shall be used to identify incidences of elevated dust emissions at the site boundary. The 73-75 Avenue Road project shall comply with the trigger action throughout the demolition , substructure and superstructure phases of this project.

The site is of a size where construction plant will be used on a daily basis for excavation and demolition but is not of a size that large plant and equipment will be constantly running and tracking across the site moving and placing spoil, waste and other materials.

Please also refer to other sections of the Construction Management Plan for other control methods and procedures

Appendix C: Site Environmental Risk Assessment.
Appendix K: The Control of Dust Emissions Risk Assessment.
Appendix N: Environmental & Safety Hazards.

The following best practise measures shall be implemented as a minimum throughout the development of the 73-75 Avenue Road project.

- Machinery, fuel chemical storage and dust generating activities will not be located or undertaken close to boundaries and sensitive receptors where possible.
- The erection of barriers will be carried out around all dusty activities where possible and buildings that are to be demolished will be fully scaffolded with a monarflex screen and water used as a dust suppression.
- Hand held approved air quality monitors will be used 3 times every day (first thing in the morning, lunch time and prior to works completion for the day) they will also be used if the need arises to check the air quality for any given reason. The location positions will be agreed and maintained.

- Inventory and timetable of all dust generating activities will be maintained and air quality results recorded, maintained and issued to the local authority at agreed periods.
- Regular tool box talks, inductions and site briefings will be given to the work force relating to carbon emissions and air quality.
- Hand standings will be established using tarmac for the standing and loading of vehicles these areas will be inspected at regular intervals and repaired if necessary.
- The site is not large enough to imposed speed limits and all vehicles will be under the control of a banks man.
- During dry weather water suppression will be used on all hard standings access and exit routes to reduce the generation of dust.
- Where water used for dust suppression can not be re-used a discharge licence will be obtained from Thames Water and the water will be disposed of through a settlement tank as per the Thames Water guidelines and licence requirements.
- No dust generating activities will be carried out in high winds or on days where suppression methods may fail.
- A designated person will be appointed as the regular monitor of air quality on a daily basis on this site using a hand held monitor and will check against the site action levels and limits.
- The trigger action level on this site will be 200 ug/m3 over 15 minutes.
- An on site alert system will be established on site that will be sent to the site team and KBL head office by email, an email specifying details of an alerts will also be sent to the LBC.
- An electronic report will be sent to LBC air quality officer every 3 months as required.
- LBC will be notified of any changes of the location and operation of dust PM10 monitoring instrumentation.
- A 24 hour phone / email hotline will be set up so that residents can complain about high dust or PM10 levels directly to the developer, also the environmental teams contact numbers will be displayed on the site hoarding.
- All vehicles will be inspected prior to leaving site ensuring that the load is correctly covered and the wheels and underside of the vehicle is clean.
- A jet wash will be available on site at all times.
- The loading of lorries will be carried out with the minimum / lowest drop height.
- All information relating to vehicles entering / leaving site will be recorded and logged.
- Any stock piles of materials will be damped down and covered.
- There will be no crushing undertaken on site.
- Skips will be enclosed or covered at all times.
- No burning is allowed to be carried out on site at any time.
- All excess materials will be used elsewhere on site or other sites, sent to transfer stations for recycling or sent back to the supplier for restacking .

- All construction vehicles delivering to site shall comply with the Euro 4 emissions standard and low emission fuels are to be used.
- No vehicles will be allowed to idle unnecessarily when on site, engines are to be turned off at all times when the vehicle is standing.
- All vehicles visiting site must hold current MOT certificates and this will be part of any order issued.
- Only low emission plant fitted with catalysts, diesel particulates filters or similar devices shall be used on this site. Knight Build do not own any of its own plant or equipment and all such items are hired in new or nearly new from a national supplier to ensure all equipment is in good condition and is certificated. (no repairs are carried out on site all plant and equipment is exchanged).
- A TBS electric supply will be established prior to works commencing so it is not expected that petrol or diesel generators will be used.
- Only ultra low sulphur diesel will be used on this project and will be delivered to site directly from the supplier and placed into double bunded bowsers that will be located in a specific area with drip trays and spill kits.

Knight Build Ltd are a Bronze member of FORS and will ensure that all companies delivering to this site are also accreditated by FORS or will abide by the FORS minimum standards in the first instance whilst they apply for the FORS accreditation.

Knight Build will also commit to adopt green fleet management practices that will result in a 10% reduction in tail-pipe CO^2 emissions over the duration of the construction phase of the project.

Knight Build are also a member of SMARTwaste and will issued waste, CO^2 and energy statistics each month.

17 Appendix L - Highway Measures

See attached

73-75 Avenue Road, London, NW8 6JD
Construction Traffic Management Procedures .

The following procedures will be in place to control the daily construction traffic servicing the 73-75 Avenue Road project. This will also address neighbours, residents, pedestrians and other road users that may be affected by the project.

The area around 73-75 Avenue Road consists of residential roads with controlled parking zone which includes both Avenue Road and Queens Grove . There are no on-street parking facilities in the immediate vicinity of the site on Avenue Road due to the presence of the zig-zag markings associated with the adjacent pelican crossing.

An application will be made to London Borough of Camden to relocate the pelican crossing for the construction period of the project.

WORKING HOURS WILL BE.

Monday to Friday 08.00 – 18.00.
Saturday 08.00 – 13.00.

It is not intended to work on Saturdays unless for emergencies.

ACCESS TO SITE

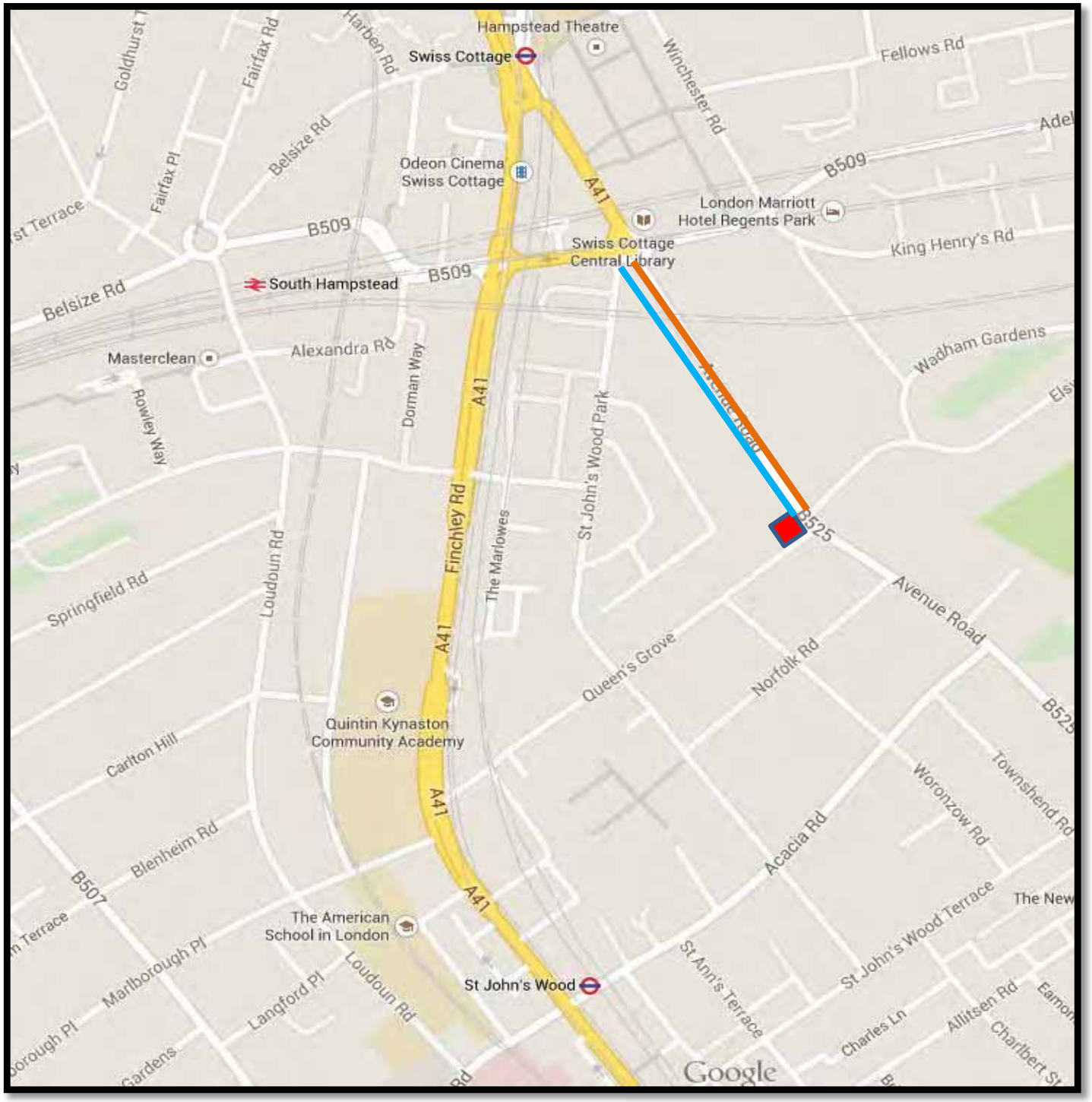
It is intended that all vehicles will approach and leave the site by the same route from the junction of A41 / B509 down Avenue Road and turn into the site entrance just before the junction with Queens Grove.

ACCESS FROM SITE.

Then when leaving exit the site gate turning left into Avenue Road and driving back to the junction of A41 / B509.

Access to site

Access from site



CONTRACTORS DELIVERING TO SITE.

In order to ensure all contractors, delivery companies, and visitors are aware of the traffic routes and restrictions, a number of methods will be implemented. A copy of the agreed routes to and from site along with all restrictions will be sent to all delivery and collection companies when orders are placed and only agreement of these routes and restrictions will allow the order to be signed and placed.
Verbal briefings within the site induction to all contractors and visitors to site. This information will include the implications of not complying with the guidelines and the effect this will have on future business.

VEHICLES ENTERING AND LEAVING THE SITE.

Vehicular access will be through the site vehicle entrance gates that will be manned by a full time Traffic Marshal . No Vehicles will allowed to park or be unloaded / loaded out side of the site. A full time Traffic Marshall will be used for directing and controlling all loading and unloading activities and also to ensure that all footpath and road users can pass the loading area safely and without disruption.

APPROXIMATE VEHICLES TYPES AND NUMBERS.

TASK	DURATION	Number of Vehicles per Day
Site Set Up and Demolition	7 Weeks	12 (8)
Substructure, Superstructure	44 Weeks	14 (10)
Roofing and Facade	24 Weeks	9 (6)
Fit Out	42 Weeks	12 (8)
External Works	36 Weeks	10 (7)

(x) Of which are HGV Vehicles

The main types of vehicles that will be accessing the site are as follows:
Delivery Vehicle: 7m x 2m
6 wheel Muck Away Vehicle: 8.1m x 2.6m – 26 tonnes
Concrete Lorry: 9.3m x 3.1m – 30 tonnes

There will be a parking area within the site boundary for delivery vehicles.

DELIVERIES AND COLLECTIONS.

Site deliveries will be between 9.30am and 4.30pm these will be controlled by a full time Traffic Marshal and the site manager by mobile phone, all deliveries are to be booked in with the Knight Build Logistics Manager at our head office 24 hours before and all deliveries are to ring site 30 minutes prior to arriving on site to confirm the loading area is clear, this information will be part of the agreed order.

VEHICLE WHEEL WASH FACILITIES.

Vehicle wheel washing facilities will be provided in the form of a jet wash.
Part of the full time Traffic Marshals duties will be to maintain a clean and presentable loading area, footpath and nearby carriageway at all times.
A road brush will be available if required and will be on site within an hour of notification.

PROTECTION OF THE PUBLIC HIGHWAY

The site will be kept in a clean and safe condition. The areas adjacent to the site will be regularly inspected and any rubbish or litter removed. Adjacent roads and pavements will be kept clean, and at no point will residue or other detritus be washed into the drainage system.

Perimeter hoardings will be repainted as necessary and will be kept in a neat and tidy condition. Any graffiti will be quickly removed from the hoardings.

Offloading / loading will be from within the site only,. Materials will not be stored on public footpaths or carriageway. Protection will be laid on the road under all skips and any specific items of work that may cause damage to public highway but activities outside of the site are not planned.

Waste and rubbish will be regularly removed from site and not allowed to accumulate so as to cause a safety or fire hazard. Activities that have the potential to cause dust will be carefully monitored and dust reduction methods employed. This will include water spray, dust extraction, and localised screening where appropriate.

Welfare facilities will be provided on site to discourage operatives from frequenting the interface between the site and public areas. Site operatives will not be allowed to congregate or loiter on the footpath adjacent to the site.

VEHICLE CALL UP PROCEDURE

A full time Traffic Marshal will be based outside the site during all working hours.
Procedures and restrictions will be sent to all delivery and collection companies at the time the order is placed.

All deliveries and collections must be booked in with our Logistics Manager 24 hours before delivery and she will confirm unloading / loading slots.
All vehicles attending site must contact the Site Manager / Traffic Marshal by mobile phone at least 30 minutes prior to arriving to confirm that the loading area will be clear, vehicles that do not follow this procedure will be turned away and told to return at a different time or the next day.

Drivers that persistently fail to abide by the delivery procedures will be given one warning and then be banned from attending sited.
No vehicles will be allowed to stack or park on either Avenue Road or any of the other roads in the borough, they will be told to keep moving at all times or book another slot for the following day.
The agreed delivery times 09.30am – 4.30pmwill be rigorously maintained, no vehicles will be accepted unless it can be loaded / unloaded prior to the 4.30pm cut off time.

RESPONSIBILITY FOR VEHICLE MOVEMENTS.

The Site Manager is responsible for the control of all vehicle movements and will be aided by the site Traffic Marshal and the KBL Logistics Manager.
It is planned to issue delivery sheets the day before so everyone involved knows what deliveries to expect and will be ready for them.

ARRANGEMENTS FOR VEHICLE LOADING AND COLLECTIONS.

The strategy for the delivery, distribution and storage of materials is extremely important. All drivers are requested to ring the site at least 30 minutes prior to arriving to confirm the loading area is clear. A booking in system for deliveries will be adopted throughout the entire length of the project. This system will allocate a sufficient time period in the loading area depending on the nature of the delivery/action.
If for some unforeseen reason the area is not clear, the vehicles will wait in a suitable location outside of the borough if time permits within the agreed loading periods or be rescheduled for the next day.

CONTRACTORS PARKING

There will be no parking on site or in the nearby roads, all site operatives, subcontractor, supervisors and managers will be urged to use public transport at all times. Additional storage areas and lock boxes will be provided on site for tools and work ware.

There are a number of buses that operate within walking distance of the site as well as under ground rail services

EXISTING WAITING AND LOADING RESTRICTIONS

All off-loading and loading will be carried out from within the site.

An application will be made to have the existing Pelican Crossing relocated for the duration of the works so that sight lines of pedestrians waiting to cross and crossing the road are not obscured by construction traffic.

IMPACT ON OTHER HIGHWAY USERS

We have no intension of storing plant, equipment or materials outside of the site.

If skips are required a permit will be obtained and these will be collected on the same day as delivery but the majority of the collections of waste and debris will be by wait and load vehicles who will be under the directions of the Traffic Marshals throughout the loading / unloading period.

It is the goal of Knight Build for the duration of these works to provide a clean and safe area within and outside of the 73-75 Avenue Road project for the removal of waste and other delivery vehicles.

PROTECTION OF PEDESTRIANS FROM CONSTRUCTION WORKS.

Special provision will be made for vulnerable users using the footways and carriageways near or adjacent to our project, we will ensure that wheel chair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people can make their way passed our site without any obstructions, plant or construction vehicles causing them difficulties or distress, this will be controlled by a full time Traffic Marshal.
We will write to all nearby schools and advise them of our project, site and delivery times and provide the contract numbers of the site team and also head office contacts.

EXISTING FOOTPATH AND CARRIAGEWAY

We are not intending to close the footpath or carriageway outside of 73-75 Avenue Road for any reason .
During the construction of new crossovers and utility works temporary footpaths will be established and maintained.

TRAFFIC DIVERSIONS

There will be no requirement for a traffic diversion during this project.

SPOIL AND WASTE REMOVAL

We will be using both wait and load and skip lorries for the removal of spoil which will be directly loaded from within the site.

CONCRETE DELIVERIES

Concrete deliveries will be required for enabling, substructure, and superstructure works.

The majority of concrete deliveries will be delivered from the ready mixed trucks, the maximum dwell time for the discharge of concrete will be 40 minutes.
It is intended to programme the works so that concrete deliveries will be carried out during the morning period and waste away during the afternoon, that way if there are any delays at the concrete plant it will not impact the 4.30pm delivery cut of time.

SCAFFOLDING ON, OVER OR ADJACENT TO THE PUBLIC HIGHWAY.

There is no requirement for the erection of any scaffolding out side of the site boundary during this project.

UTILITY SERVICES

There will be a need to disconnect the present incoming services (gas, electric and water) and arrange for temporary builders suppliers to be established for Electric and Water this will require excavations to be carried out in the carriageway by both UKPN and National Grid, during the fit out period new power supplies will need to be connected resulting in a final excavation in the carriageway. The correct applications will be made by the Utility Services..

GENERAL MANAGEMENT ISSUES

A review of the CTMP will be carried out at the weekly project team site meeting and again at the clients fortnightly meetings, where changes or additions are required the CTMP will be revised and a copy sent to London Borough of Camden for approval, at the same meetings any complaints or problems incurred prior to the meeting will be discussed and addressed.

We would send newsletters to neighbours and residents of Avenue Road and others nearby effected by the project to advise of any changes that may affect them.

The project Contracts Manager will be responsible for ensuring that this is carried out.

COORDINATION OF TRAFFIC ARRANGEMENTS WITH OTHER DEVELOPMENTS IN THE AREA.

This will be the responsibility of the Site Manager, prior to commencing the project we will provide our contact numbers to all other projects in the area or on the nearby access and egress routes, we will ask for their details in return and try to set up a procedure between all developments regarding traffic movements, this will be overseen by the project Contracts Manager.

We will maintain a daily dialect with all nearby projects, we will send and request weekly look ahead and short term programme so that deliveries can be managed and planed between the sites.
Our Traffic Marshal will be constantly on the lookout for any incidents that may cause congestion or concern to the residents, our deliveries will all be contactable by phone and if there is any problems or incidents in the area where our delivery may cause congestion it will be delayed or cancelled.

COMPLAINTS.

Contact numbers and names for the members of the site team will be distributed by a newsletter prior to starting the project and the same details will be erected on the site hoarding, the site manager will initially deal with any complaints in the first instance.

We will also provide 24 hour contact numbers which are different from the site team.

If the complaint is addressed directly to the site it will be the Site Manager who takes the complaint and if not closed out on the spot, the action will be the responsibility of the Contracts Manager; all complaints will be recorded and discussed at the site weekly meetings and the Clients fortnightly Progress meetings.

800 Group Directors will address any complaint that cannot be closed out by the site team and Contracts Manager.

LOCAL DOMESTIC AND COMMERCIAL WASTE COLLECTIONS (are not disrupted)

The size and type of deliveries that will be visiting site will all be able to pull into the site boundary keeping the road clear at all times, but we will contact the London Borough of Camden waste collection depot and confirm the times of both collections and arrange our deliveries / collections to prevent any disruption.

18 Appendix M - Environmental & Safety Hazards

See attached

73-75 Avenue Road, London, NW8 6JD

Environmental and Safety Restrictions, Risks and Hazards

The road and pavements adjacent to this project are in a generally good and maintained condition and suitable protection by way of road plates, ply etc. is to be implemented, ensuring that trip hazards for pedestrians are eliminated and wheelchair and pushchair access is facilitated.

Proper office facilities will be established on site to facilitate the management of the site safety and environment procedures and to ensure that best practise management is in place for all activities.

On-going design changes may result with the requirement of further environment and safety procedures.

Significant Environment, Safety and Design Construction Concerns and Hazards.

- The Work at Height Regulations 2005.
- Use of personal protective equipment, including helmets, boots, gloves, hi-vis, ear protection and eye protection.
- All plant and equipment on site to be maintain and in safe working order (certification to be provided and copies kept on site)
- All plant to be operated by trained and competent operative (CPCS required)
- Appropriate warning signage is to be erected across the site.
- Safe and agreed disposal of materials from the site (all materials to be reused or re-cycled where possible.
- Safe working at heights – the use of lanyards / body harnesses as required by all personnel.
- Safe storage of materials, (just in time deliveries to prevent materials been stored on site for long periods
- Maintaining emergency fire escape signage during the works (Fire Plan and directions)
- Maintain all access and egress routes from the site and surrounding buildings so as to keep the level of disruption, congestion and inconvenience down to a minimum.
- Erection of full scaffolding with monarflex sheeting to help with the control of dust and emissions
- Liaise with other contractors in the area to prevent any clash of deliveries that may cause congestion.
- Risk of Fire.
- The protection from dust, emissions, masonry debris, air bourn particles during the course of the works.
- The safety of the public, road users and site operatives at all times.
- Striking of buried services.

- Hazards from noise
- Hazards from vibration.
- Hazards from emissions
- Trips and falls
- Collapse of structure
- Collapse of excavations.
- Access and Egress
- Asbestos.
- Pollution.
- Manual Handling.
- Scaffold Erection.
- COSHH
- Waste Management
- Lifting with excavators or other equipment.
- Temporary works.
- Temporary Services.

Site specific method statements and risk assessments will be produced to manage the above list and any other activities where a risk or hazard may be present.

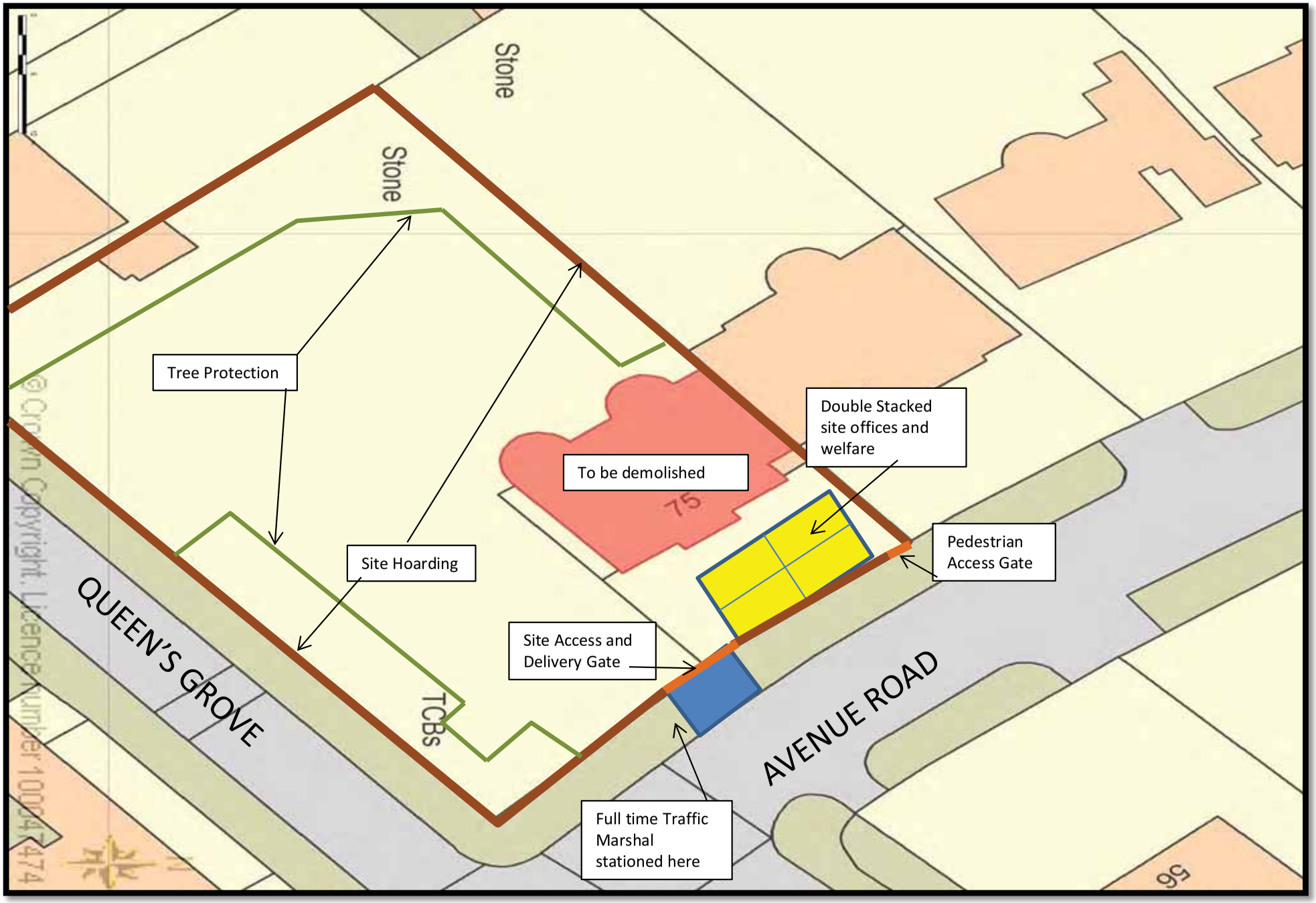
The work force on this site will receive.

- Full site inductions
- Daily morning safety briefings
- Method Statement and Risk Assessment inductions
- Weekly tool box talks
- On site task training.

Appendix A2

Logistics Plan

73-75 Avenue Road, London NW8 6JD



73-75 Avenue Road Site Logistics

Appendix A3

Traffic Statement

Savell Bird & Axon

part of the **WYG** group

Deroda Investments Limited

73-75 AVENUE ROAD, CAMDEN

Transport Statement

April 2011

Transport Planning Specialists

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Tel: +44(0)20 7580 8844 Fax: +44(0)20 7580 8818 Email: sba@sbax.co.uk www.sbax.co.uk
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Appendices

1 INTRODUCTION

1.1 Savell Bird & Axon has been appointed by Deroda Investments Limited to provide traffic and transportation advice in relation to their proposed development at 73-75 Avenue Road in Camden.

1.2 The site is currently occupied by a single residential dwelling with the proposal envisaging the demolition of the existing building to provide two new build detached, single family dwellings, erection of a new boundary wall and hard and soft landscaping.

1.3 This report has been prepared following a detailed site visit and gives consideration to comments received on highway matters contained in pre-application feedback from the London Borough of Camden.

1.4 The remainder of the report is set out as follows:

Section 2 - describes the existing situation

Section 3 - sets out the development proposals

Section 4 - sets out the relevant policy guidance

Section 5 - identifies the effects of the development proposals

Section 6 - provides a summary and conclusions

2 EXISTING SITUATION

Site Description

2.1 The site is located at 73-75 Avenue Road in Camden which runs in a broadly north to south direction between Finchley Road and Prince Albert Road.

2.2 The site is bounded by Avenue Road to the east and Queens Grove to the south, with adjacent residential properties forming the north and west boundaries.

2.3 There are currently two points of vehicular access to the site on Avenue Road which are located either side of an adjacent pelican crossing. The accesses provide entry and exit to off-street parking which is provided along the site frontage on an area of hard-standing which can accommodate approximately 3 vehicles.

2.4 **Figure 1** shows the location of the site.

Local Highway Network

2.5 Avenue Road (B525) is the main north-south strategic route in the vicinity of the site providing a connection with the A41 Finchley Road the north and the A5205 Prince Albert Road to the south, which bounds Regent's Park. Avenue Road has a wide carriageway of circa 9.2 metres with advisory cycle lanes in both directions.

2.6 Queens Grove passes along the south of the site providing an east-west link between the A41 Finchley Road and Avenue Road. The carriageway is approximately 7.3 metres in width and has traffic calming features in the form of speed humps. Queens Grove is predominantly residential in nature and offers connections to other nearby residential roads.

2.7 The A41 forms part of the Transport for London Road Network (TLRN) and is part of the strategic highway which connects central London to the south with the A1 and M1 to the north.

On-Street Parking

2.8 The site is located within a Controlled Parking Zone (CPZ) which includes both Avenue Road and Queens Grove. The enforcement area is identified as CA-J and restricts parking to permit holders only between 08:30 and 18:00 Monday to Friday.

2.9 There are no on-street parking facilities in the immediate vicinity of the site on Avenue Road due to the presence of zig-zag markings associated with the adjacent pelican crossing. However, on-street parking is provided on the south side of Queens Grove opposite the site, with single yellow lines on the north side.

Accessibility

Bus Services

2.10 There are a number of buses that operate within walking distance of the site which are summarised in **Table 2.1** below.

Table 2.1 – Summary of Bus Services

Service No.	Route	Frequency (minutes)			
		Weekday		Saturday	Sunday
		Daytime	Evening		
13	Aldwych – Golders Green	6-10	12-13	7-10	11-13
31	Camden Town – White City	5-8	7-10	5-10	5-10
46	Farringdon Street – Lancaster Gate	10-12	10-15	8-15	15
82	North Finchley – Victoria	5-9	10-12	6-12	10-13
113	Edgware – Marble Arch	9-11	15	9-15	20
187	Central Middlesex Hospital – O2 Centre	8-11	15	8-15	15
C11	Archway – Brent Cross Shopping Centre	5-8	9-12	7-10	12

2.11 The nearest bus stop to the site is located to the north on Adelaide Road near the junction with Avenue Road and serves routes 31 and C11. Bus stops for the remaining routes identified above are situated on Avenue Road and Finchley Road, a short distance to the north of Adelaide Road.

Underground Rail Services

2.12 The nearest underground station to the site is Swiss Cottage which is within an approximate 6 minute walk (550 metres) and operates on the Jubilee line between Stanmore to the north and Stratford to the east.

2.13 St John's Wood is situated to the south west of the site and also offers services on the Jubilee Line within an approximate 9 minute walk (750 metres).

2.14 Additional underground stations are also available within the wider area and include:

- Chalk Farm - Approximately 1.7km north east of the site with services on the Northern Line;
- Finchley Road – Approximately 1km north of the site with services on the Jubilee and Metropolitan Line; and
- Maida Vale – Approximately 1.7km south west of the site with services on the Bakerloo Line.

Overground Rail Services

2.15 Overground services are available from South Hampstead which is located around 11 minutes walk (850 metres) to the north west. Services operate between Watford Junction to the north and Euston to the south east.

2.16 West Hampstead can also be reached at a further distance to the north west of the site with overground services between Stratford and Richmond.

Pedestrians and Cyclists

2.17 Pedestrian access to the site is provided from Avenue Road which has relatively wide footways on both sides of the carriageway. Pedestrians are able to cross Avenue Road immediately opposite the site via a pelican crossing which sits on a raised table with associated colour contrasted tactile paving on the footway.

2.18 Wide footways are also provided on both sides of Queens Grove which is lightly trafficked and features traffic calming measures to reduce vehicle speeds.

2.19 Advisory cycle lanes are provided on both sides of Avenue Road within the locality of the site. The cycle route along Avenue Road is signed and identified by TfL as being part of the London Cycle Network (LCN), which also includes Queens Road and Elsworthy Road. Cycling routes around the site provide wider accessibility to central London to the south and Hampstead to the north.

3 DEVELOPMENT PROPOSALS

3.1 The proposed development envisages the following:

- Demolition of existing building to provide a new single dwelling split between ground and basement levels.
- Creation of a new access on Queens Grove to serve basement facilities including 3 parking spaces and a cycle storage area.
- Retention of the existing area of hard-standing along the site frontage, to be connected with the retained northern vehicular access and relocated southern vehicular access on Avenue Road.

3.2 **Appendix A** includes a copy of the ground and basement layout plans.

4 POLICY

4.1 In this section a resume of the relevant transport policies at national, regional and local level is given and considered in the context of the development proposals.

PPG13 - Transport

4.2 PPG13 was published in April 2001 and has recently been updated as of January 2011. It sets out government transport policy and provides advice on integrated transport and land use planning.

4.3 The objectives of PPG13 are stated as to;

- *"Promote more sustainable transport choices for both people and moving freight;*
- *Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling."*

4.4 PPG13 goes on to state that when considering the location of sites for development, local authorities should:

- *"Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges; and*
- *Actively manage the pattern of urban growth and the location of major travel generating development to make the fullest use of public transport."*

PPS3 - Housing

4.5 Planning Policy Statement 3 (PPS3) Housing was updated in June 2010 and sets out the national policy framework for delivering the Government's housing objectives.

4.6 PPS3 states that:

"The Government is seeking to: create sustainable, inclusive, mixed communities in all areas. Developments should be attractive, safe and designed and built to a high quality. They should be located in areas with good access to jobs, key services and infrastructure."

4.7 Paragraph 51 of PPS3 states the following in relation to parking and land use:

"Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently."

4.8 It is considered that the proposed development accords with the aims and objectives of PPS3.

The London Plan (February 2008)

4.9 The Spatial Development Strategy for London, The London Plan, provides policies and advice on matters that are of strategic importance to Greater London. The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

4.10 Objective 1 of the London Plan is to:

"accommodate London's growth within its boundaries without encroaching on open spaces."

4.11 One of the key policy directions for achieving this objective is to:

"make the most sustainable and efficient use of space in London and encourage intensification and growth in areas of need and opportunity…."

4.12 Policies 3C.21, 3C.22 and 3C.23 require Development Plan Document (DPD) policies to:

"ensure that safe, convenient, accessible and direct pedestrian access is provided from new developments to public transport nodes and key land uses, taking account of the need to connect people to jobs, to town centres and to schools and based on the TfL guidance Improving Walkability."

4.13 By providing residential development in a central location, within walking distance of local facilities and public transport services, the proposed development would be in accordance with the spatial development policies of the London Plan.

Camden Development Policies 2010-2025

4.14 Camden's Development Policies 2010-2025 is a document which forms part of the Local Development Framework. It includes policies on promoting sustainable and efficient transport, with relevant extracts set out below:

DP16: "*The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links."*

DP17: "*The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport.....*"

4.15 The development site provides good accessibility to public transport and is supported by numerous pedestrian and cycle links within the surrounding area, therefore supporting the above policies.

5 EFFECTS OF THE DEVELOPMENT

5.1 This section considers the traffic and transport implications of the proposed development in the vicinity of the site.

Parking

5.2 The proposal includes the provision of 3 parking spaces at basement level which would be accessible from a new crossover on Queens Grove. It is envisaged that the basement parking facilities would primarily be used by residents of the scheme, with the retained area of hard-standing along the frontage of the site utilised mainly by visitors, with a disabled bay also provided.

5.3 A cycle storage area would be provided within the basement, therefore offering a sheltered and secure environment for bicycles.

Access

5.4 As stated above, a new crossover is proposed on the north side of Queens Grove towards the southern end of the site which would facilitate access to a car lift for basement parking. Although there is on-street parking in the vicinity, it is on the south side of Queens Grove and would therefore not be affected by the new crossover.

5.5 In addition to the new crossover, it is proposed to relocate the existing southern access on Avenue Road a short distance to the south, further from the existing pelican crossing which it currently lies adjacent to.

5.6 Given that there are existing mature trees on the footway in proximity to position of the relocated access, visibility splays have been produced to determine whether there would be an impact on road safety. The visibility splays for the southern access in its existing and proposed location are shown at **Appendix B**.

5.7 As can be seen from Appendix B, the revised location of the southern access offers improved visibility compared with the existing situation and achieves splays of 2.4m x 43m as set out for 30mph roads in Manual for Streets (MfS). Although the mature trees are within the envelope of the splay, they would not significantly affect road safety. This approach is supported by MfS which states:

5.8 *"The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian including a child or wheelchair user, will not have a significant impact on road safety."*

5.9 It is proposed that the northern access on Avenue Road would be retained in its current location, where it operates satisfactorily and without any known highways issues.

6 SUMMARY AND CONCLUSIONS

6.1 Savell Bird & Axon has been appointed by Deroda Investments Limited to provide traffic and transport advice in relation to their proposals to demolish the existing building at 73-75 Avenue Road and construct a new single dwelling.

6.2 The site is well served by public transport with numerous bus routes stopping within a reasonable walking distance which provide services to the surrounding area and local overground and underground rail services. In addition, provision is made for both pedestrians and cyclists within the vicinity of the site making it accessible within the local area.

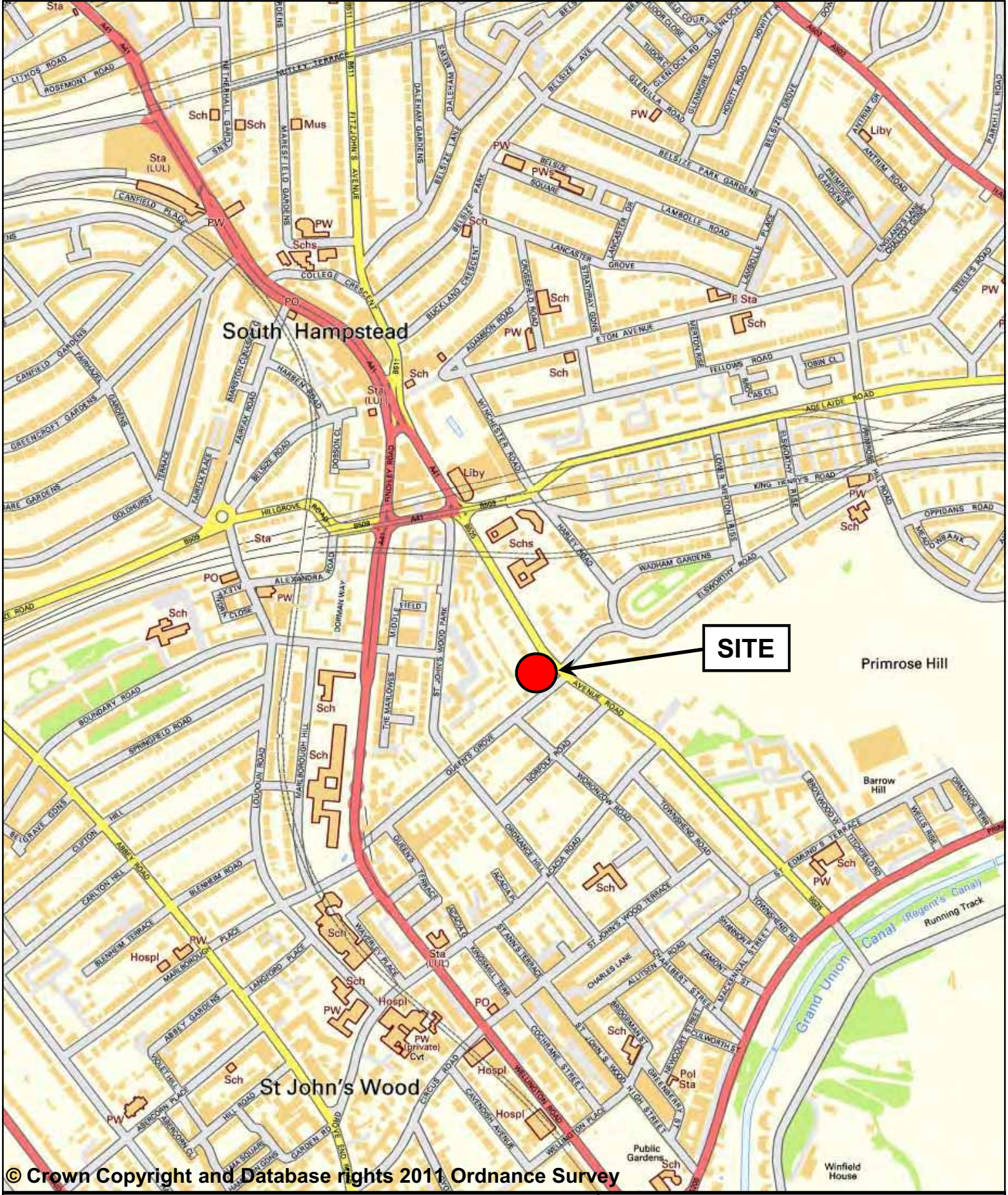
6.3 The site currently provides parking for around 3 vehicles on an area of hard-standing accessible from Avenue Road. The proposals include relocating resident parking to a new basement facility with 3 spaces which would be accessible from a new crossover on Queens Grove. The existing hard-standing would be retained and utilised primarily by visitors to the site.

6.4 It is envisaged that the northern vehicular access on Avenue Road would be retained whilst the southern access would be relocated further south from the existing pelican crossing. This relocation of the access is seen to be a benefit of the scheme and offers improved visibility from the existing situation.

Conclusion

6.5 The proposed development would not have any material impact on the local highway network and is therefore considered acceptable in traffic and transportation terms.

FIGURES



73-75 Avenue Road, Camden

Deroda Investments Ltd

Site Location

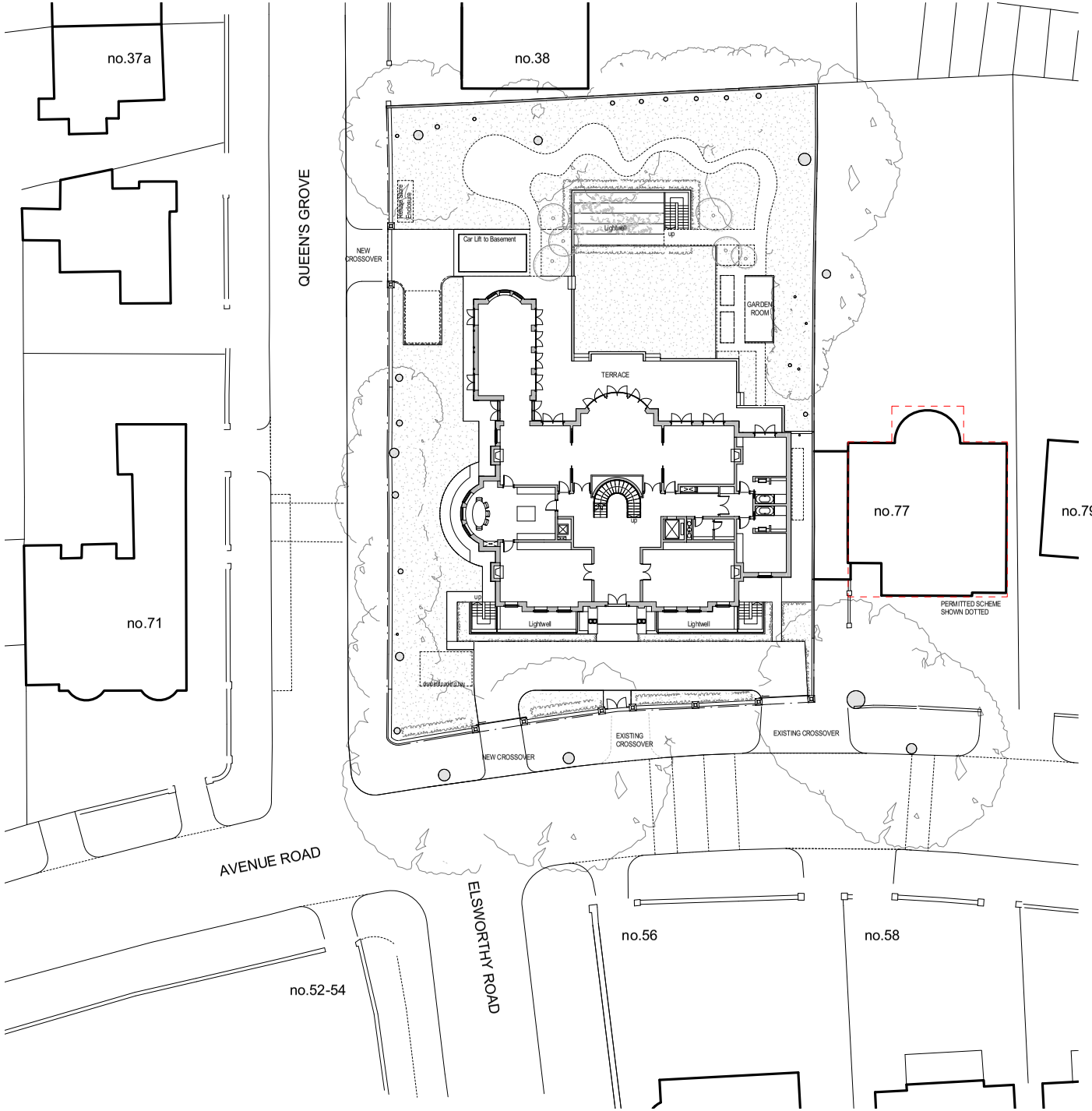
Savell Bird & Axon

part of the **WYG** group

Academy House, 36 Poland Street, London, W1F 7LU
Tel: +44(0)20 7580 8844 Fax: +44(0)20 7580 8818
Email: sba@sbax.co.uk www.sbax.co.uk
WYG Environment Planning Transport Ltd Registered in England Number:3050297
Registered office: Arndale Court, Otley Road, Headingley, Leeds, LS6 2UJ

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:	REVISION:
G.S		03/03/11	NTS	Figure 1	.

APPENDIX A



0m 5m 10m 15m

GRAPHIC SCALE

General notes:

This drawing must be read in conjunction with the designers risk assessment, specification and all other relevant documentation and drawings. KSR architects accept no liability for any expense, loss or damage of whatsoever nature and however arising from any variation made to this drawing or in the execution of the work to which it relates which has not been referred to them and their approval obtained.
Do not scale from this drawing or the digital data, only figured dimensions are to be used. For Planning refer to linear scale.
Check all dimensions on site.

Notes/Legends

LANDSCAPING SHOWN ILLUSTRATIVE PURPOSES ONLY

Rev	Notes	dd.mm.yy	By	Chkd
P1	FULL PLANNING APPLICATION	08/04/11	SHY	GJ

© KSR architects

Stamp

PLANNING

Key Plan

KSR architects
14 Greenland Street
London
NW1 0ND
t. + 44 (0)20 7692 9300
f. + 44 (0)20 7692 9350
www.ksr-architects.com

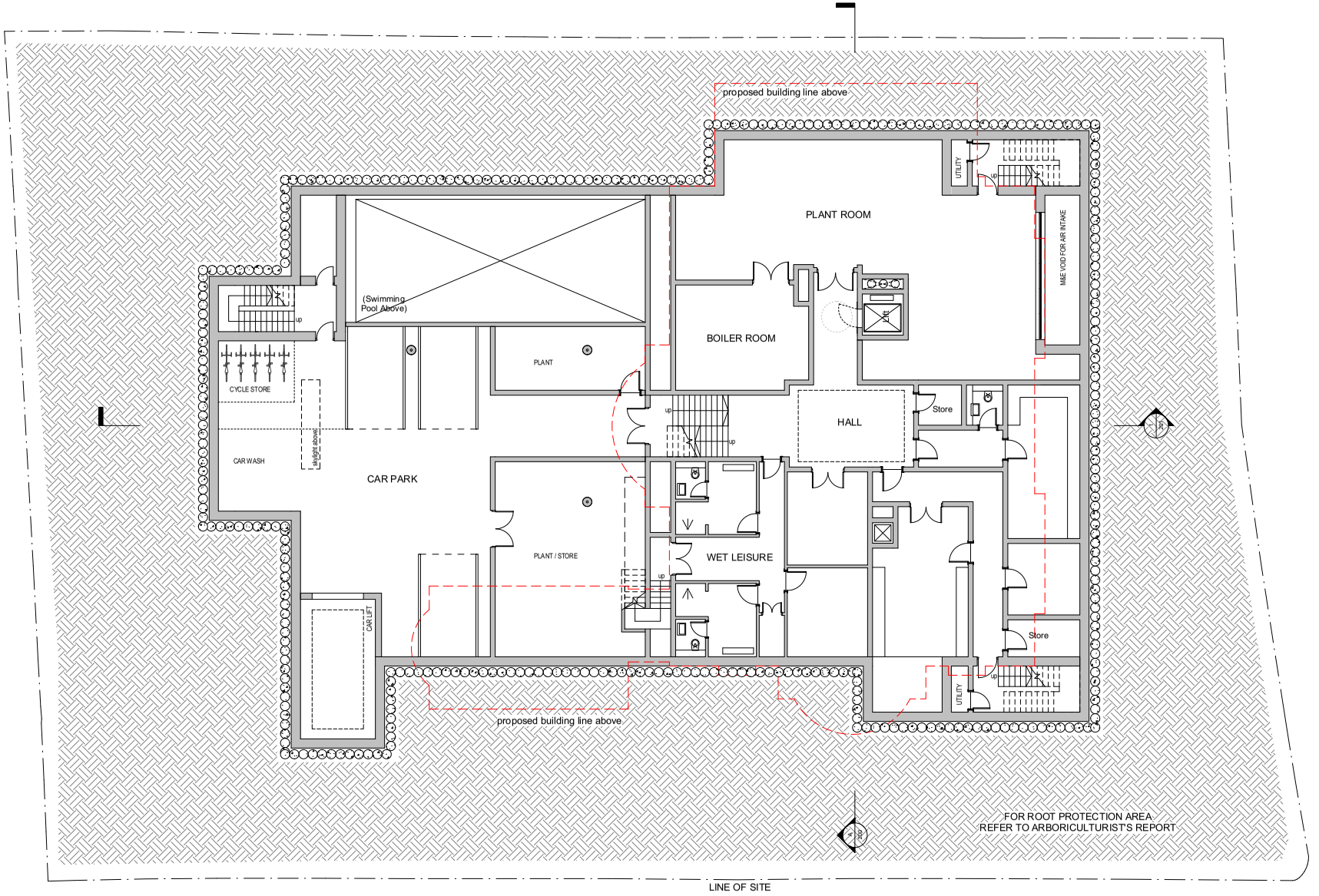
Project
73-75 AVENUE ROAD
NW8 6JD, LONDON

Title
PROPOSED SITE PLAN

Date	Drawn By	Checked
APR 2011	SHY	GJ

Scale: 1 : 200 @A1 / 1 : 400 @A3

Project Ref	Drawing No	Revision
AQG	AQG - 003	P1



BASEMENT FLOOR PLAN

0m 1m 2m 5m 10m

GRAPHIC SCALE

General notes:

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Do not scale from this drawing or the digital data, only figured dimensions are to be used. For Planning refer to linear scale.
Check all dimensions on site.

Notes/Legends

Rev	Notes	dd.mm.yy	By	Chkd
P1	FULL PLANNING APPLICATION	08/04/11	SHY	GJ

Stamp

PLANNING

Key Plan

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www.ksr-architects.com

Project

73-75 AVENUE ROAD
NW8 6JD, LONDON

Title

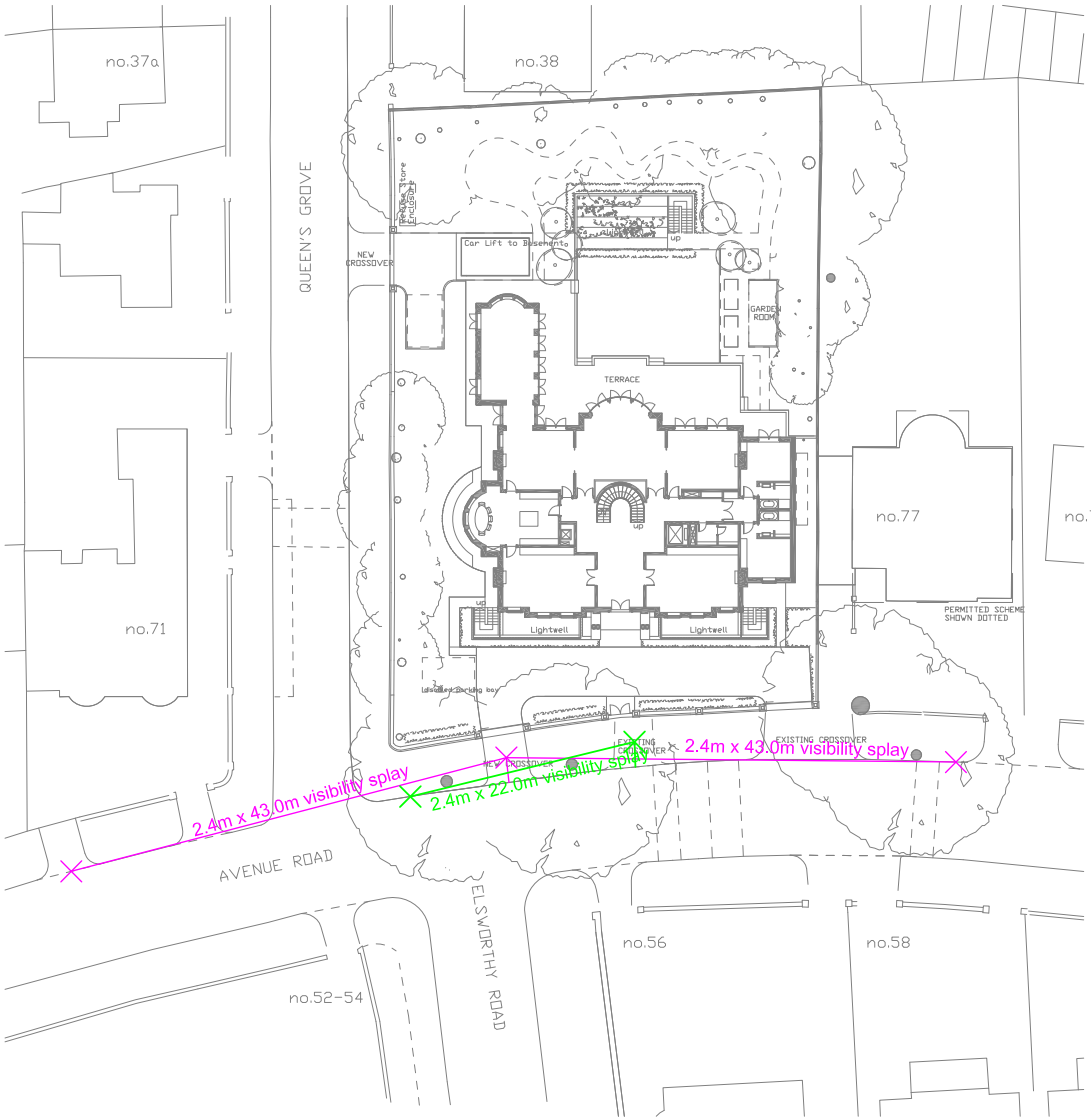
BASEMENT PLAN

Date	Drawn By	Checked
APR 2011	SHY	GJ

Scale 1 : 100 @A1 / 1 : 200 @A3

Project Ref	Drawing No	Revision
AQG	AQG - 080	P1

APPENDIX B



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:
Deroda Investments Limited

PROJECT:
73 - 75 Avenue Road

DRAWING TITLE:
Visibility Splay

SCALES:
1:200 at A3

DRAWN:	CHECKED:	DATE:
SA	GS	11.04.11

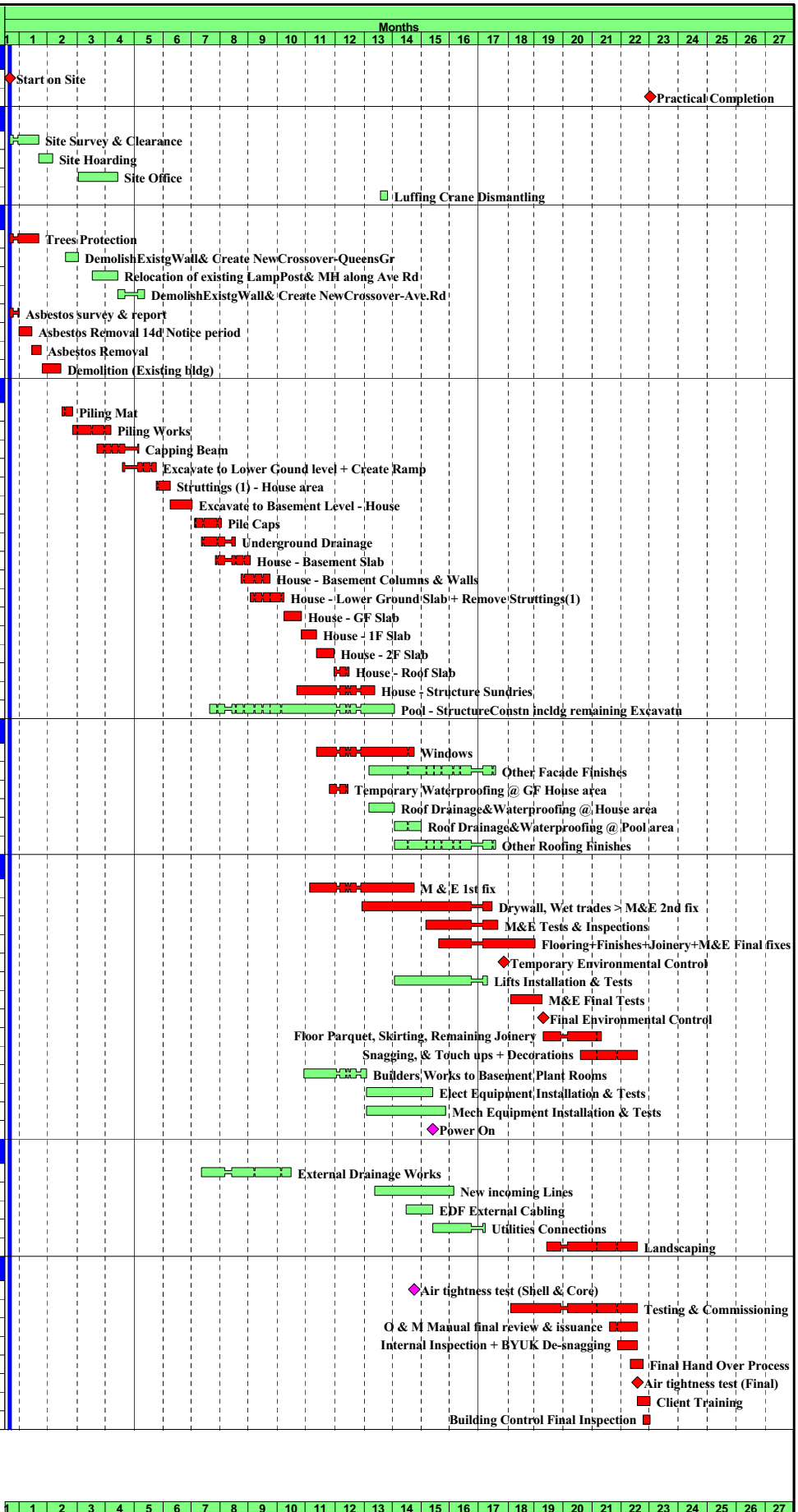
Savell Bird & Axon
part of the WYG group
Academy House 36 Poland Street London W1F 7LU
t: 020 7580 8844 f: 020 7580 8818 e: sba@sbax.co.uk

DRAWING NUMBER: 04399/A/2
REVISION: .

Appendix A4

Programme Duration

Activity ID	Activity Description	Orig Dur
Project Key Dates		
GEKDK13	Start on Site	0
GEKDK91	Practical Completion	0
Site Installation		
GESIC01	Site Survey & Clearance	20
GESIC05	Site Hoarding	10
GESIC52	Site Office	30
GESIC35	Luffing Crane Dismantling	5
Enabling Works		
GEENC21	Trees Protection	20
GEENC24	DemolishExistgWall& Create NewCrossover-QueensGr	10
GEENC22	Relocation of existing LampPost& MH along Ave Rd	20
GEENC23	DemolishExistgWall& Create NewCrossover-Ave.Rd	10
GEDMC04	Asbestos survey & report	5
GEDMC00	Asbestos Removal 14d Notice period	14
GEDMC01	Asbestos Removal	7
GEDMC02	Demolition (Existing bldg)	15
Structure		
FDEXC00	Piling Mat	8
FDPIC00	Piling Works	25
FDCNC07	Capping Beam	19
GEEXC01	Excavate to Lower Gound level + Create Ramp	13
GEEXC04	Struttings (1) - House area	10
GEEXC02	Excavate to Basement Level - House	18
FDCNC01	Pile Caps	18
FDUDC01	Underground Drainage	18
BSCNC02	House - Basement Slab	18
BSCNC03	House - Basement Columns & Walls	20
LGCNC02	House - Lower Ground Slab + Remove Struttings(1)	20
00CNC02	House - GF Slab	13
01CNC02	House - 1F Slab	12
02CNC02	House - 2F Slab	12
RFCNC02	House - Roof Slab	10
GECNC11	House - Structure Sundries	52
GESTZ01	Pool - StructureConstn incldg remaining Excavatn	119*
Roofing & Facade		
GEWDC02	Windows	66
GERFC02	Other Facade Finishes	80
GEWPC01	Temporary Waterproofing @ GF House area	10
GEWPC02	Roof Drainage&Waterproofing @ House area	20
GEWPC03	Roof Drainage&Waterproofing @ Pool area	20
GERFC03	Other Roofing Finishes	60
B.S., Archi Finishes, Fit-Out		
GEBSC01	M & E 1st fix	72
GEDWC11	Drywall, Wet trades > M&E 2nd fix	88
GEBSC13	M&E Tests & Inspections	45
GEATC11	Flooring+Finishes+Joinery+M&E Final fixes	65
GEATC21	Temporary Environmental Control	0
GELEC05	Lifts Installation & Tests	60
GEBSC14	M&E Final Tests	25
GEATC22	Final Environmental Control	0
GEATC12	Floor Parquet, Skirting, Remaining Joinery	38
GEATC19	Snagging, & Touch ups + Decorations	40
GEATC15	Builders Works to Basement Plant Rooms	40
GEBSC03	Elect Equipment Installation & Tests	50
GEBSC04	Mech Equipment Installation & Tests	60
GEBSC11	Power On	0
External Works		
GEDRC05	External Drainage Works	60
GEUTC10	New incoming Lines	60
GEUTC3E	EDF External Cabling	20
GEEWC05	Utilities Connections	30
GEEWC09	Landscaping	60
Handover		
GEBSC23	Air tightness test (Shell & Core)	0
GEBSC22	Testing & Commissioning	88
GEBSC37	O & M Manual final review & issuance	20
GEATH04	Internal Inspection + BYUK De-snagging	15
GEATH05	Final Hand Over Process	10
GEBSC24	Air tightness test (Final)	0
GEBSC38	Client Training	10
GEATH06	Building Control Final Inspection	5



Data Date 22AUG11
Run Date 31AUG11 16:21

1-Early Bar
Progress Bar
Critical Activity

AVT1 Sheet 1 of 1

73-75 Avenue Road

DRAFT Works Programme

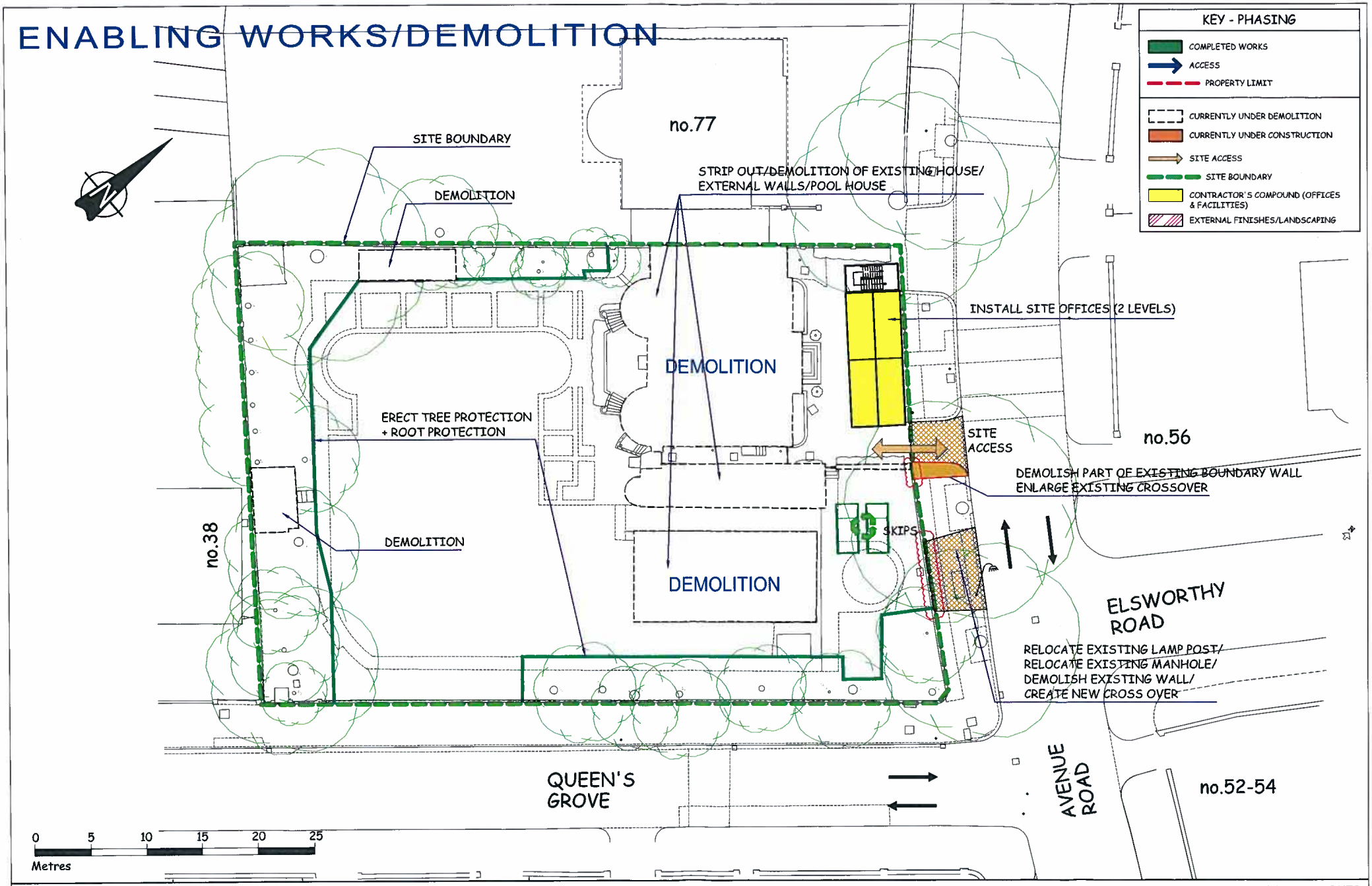
Note:

Design & Procurement NOT taken into account yet

75AVE/A0/ALL/BYG/PRG/C00001.Draft

Date	Revision	Checked	Approved
30AUG11	Rev. F		

ENABLING WORKS/DEMOLITION



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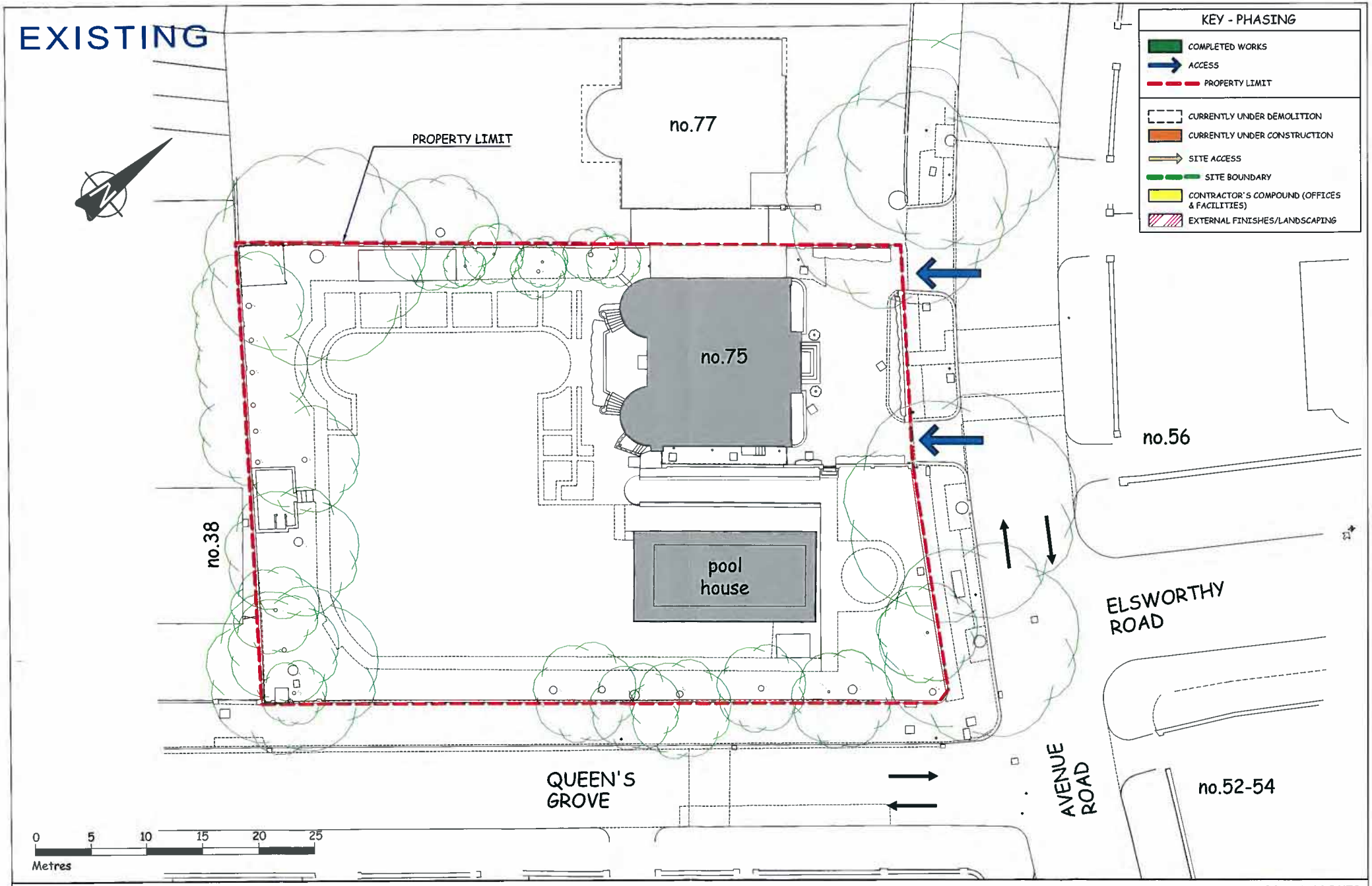
AVR-BYG-MTH-000001- B
GENERAL PHASING

PAGE 01
ENABLING WORKS

DATE: 07/10/11
ENI/GMA

73 - 75 AVENUE ROAD

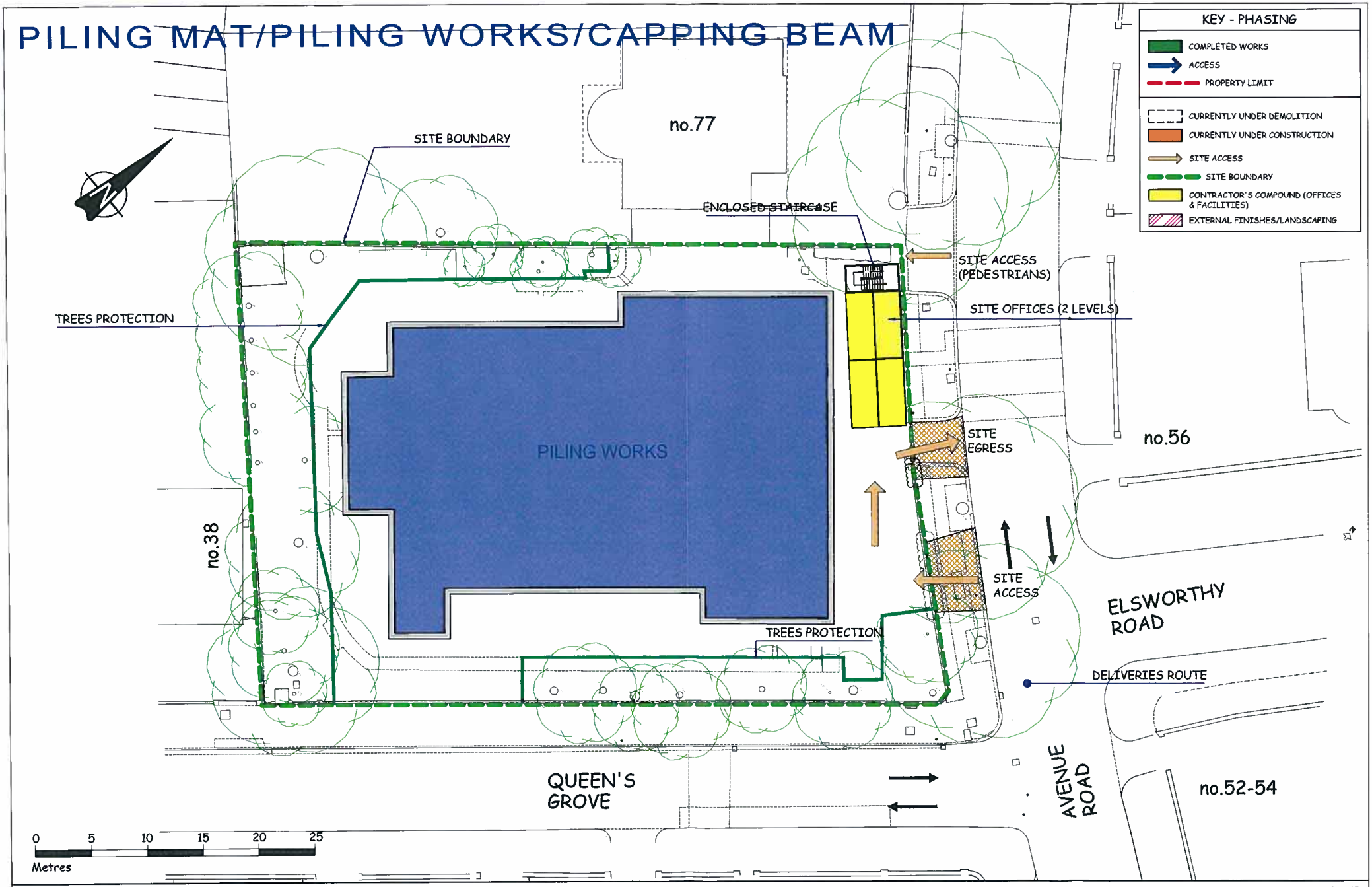
EXISTING



SCALE: A3@NTS

AVR-BYG-MTH-000001- B GENERAL PHASING	PAGE 00 EXISTING	DATE: 07/10/11 ENI/GMA	73 - 75 AVENUE ROAD

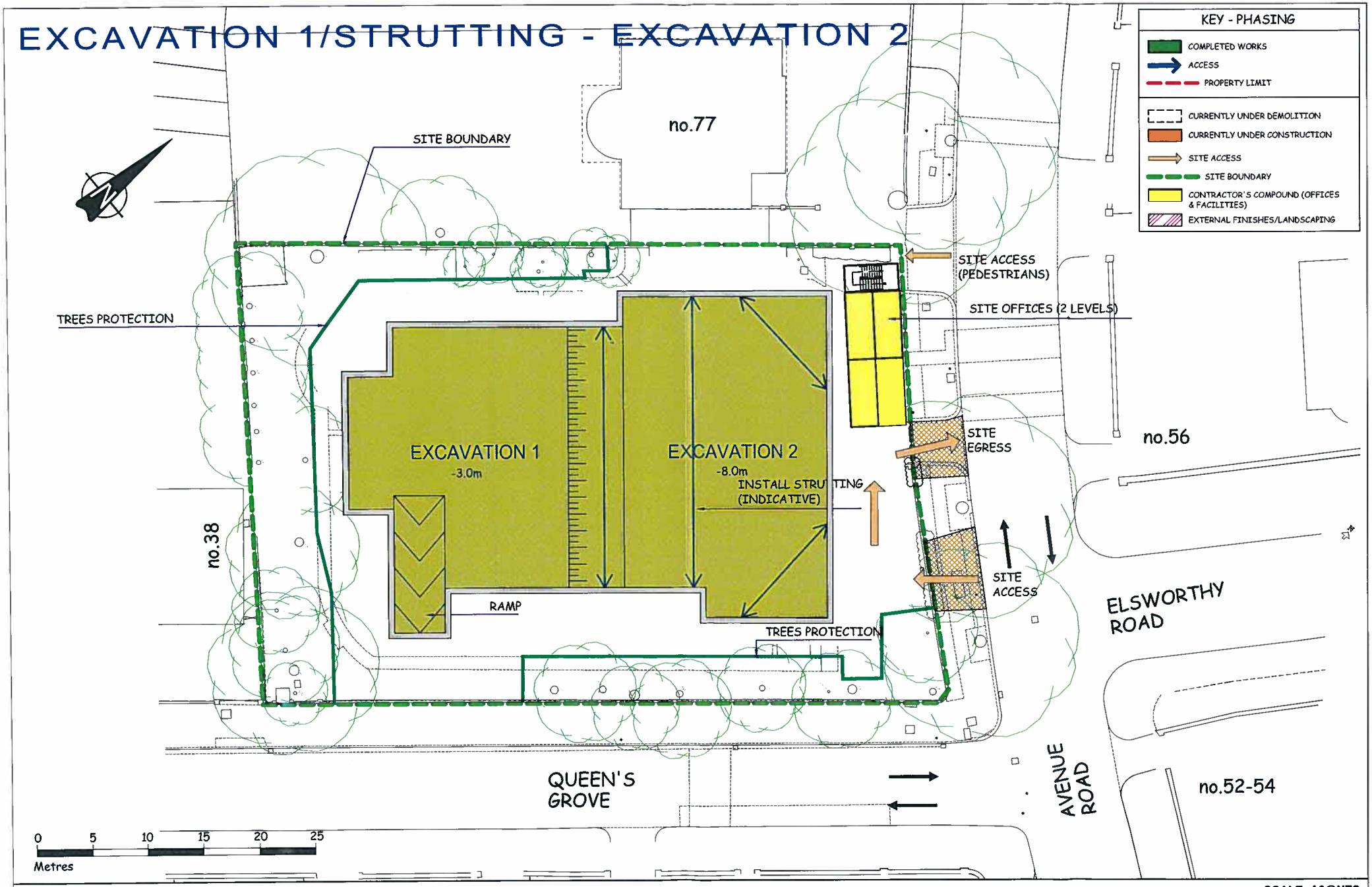
PILING MAT/PILING WORKS/CAPPING BEAM



SCALE: A3@NTS

AVR-BYG-MTH-000001- B GENERAL PHASING	PAGE 02 PILING WORKS	DATE: 07/10/11 ENI/GMA	73 - 75 AVENUE ROAD

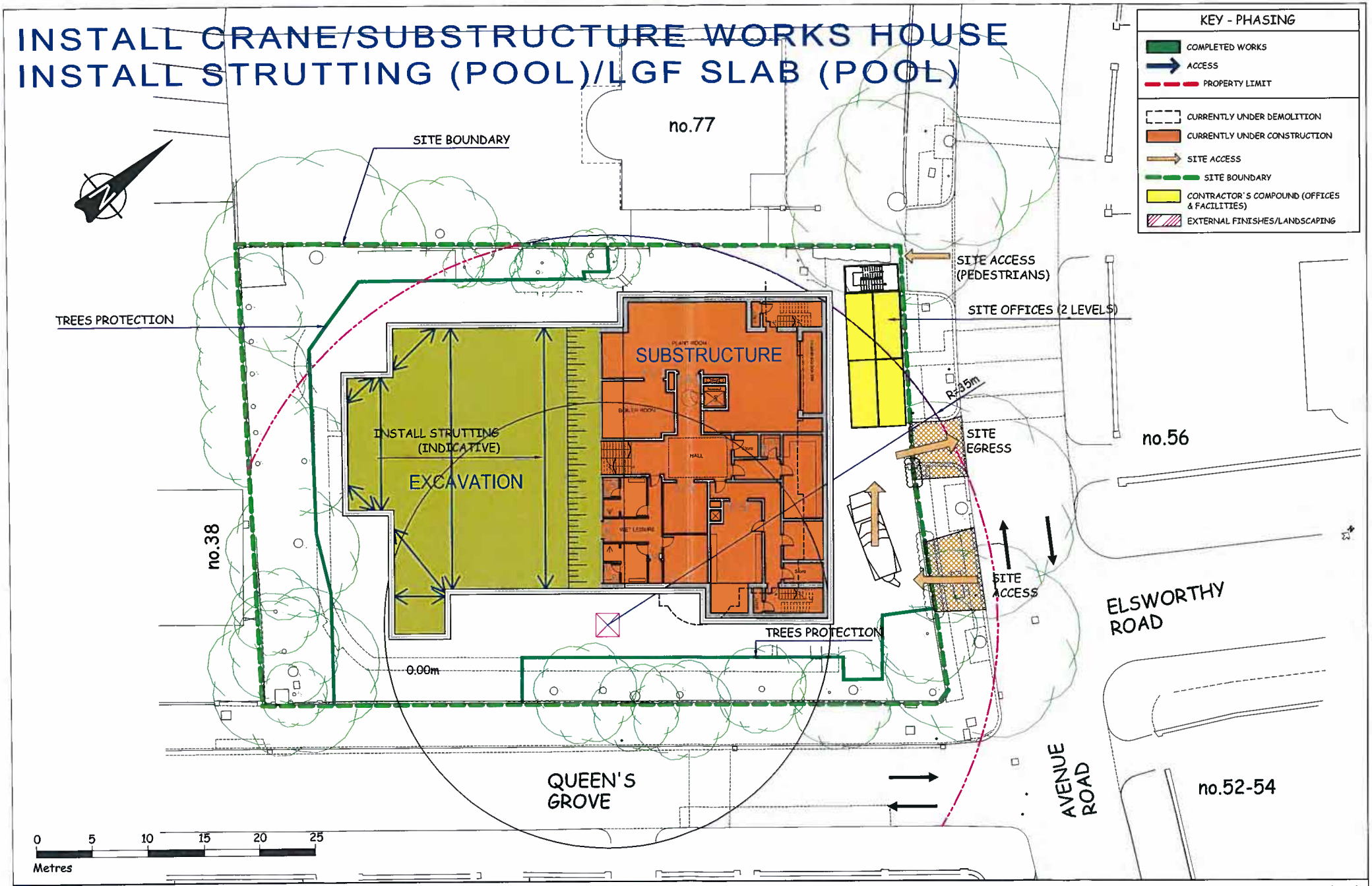
EXCAVATION 1/STRUTTING - EXCAVATION 2



SCALE: A3@NTS

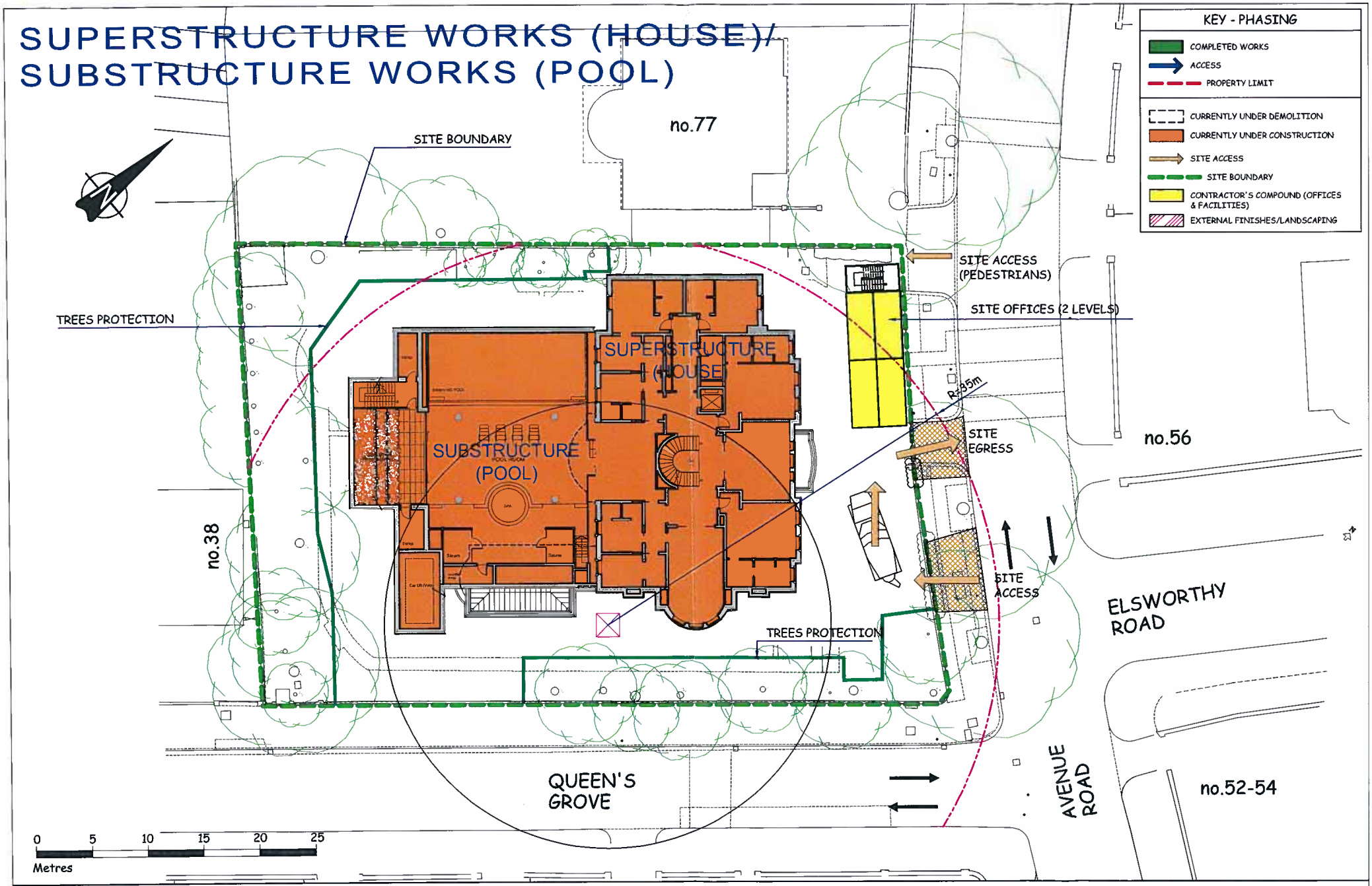
AVR-BYG-MTH-000001- B GENERAL PHASING	PAGE 03 EXCAVATIONS	DATE: 07/10/11 ENI/GMA	73 - 75 AVENUE ROAD

INSTALL CRANE/SUBSTRUCTURE WORKS HOUSE
INSTALL STRUTTING (POOL)/LGF SLAB (POOL)



SCALE: A3@NTS

SUPERSTRUCTURE WORKS (HOUSE)/ SUBSTRUCTURE WORKS (POOL)



SCALE: A3@NTS

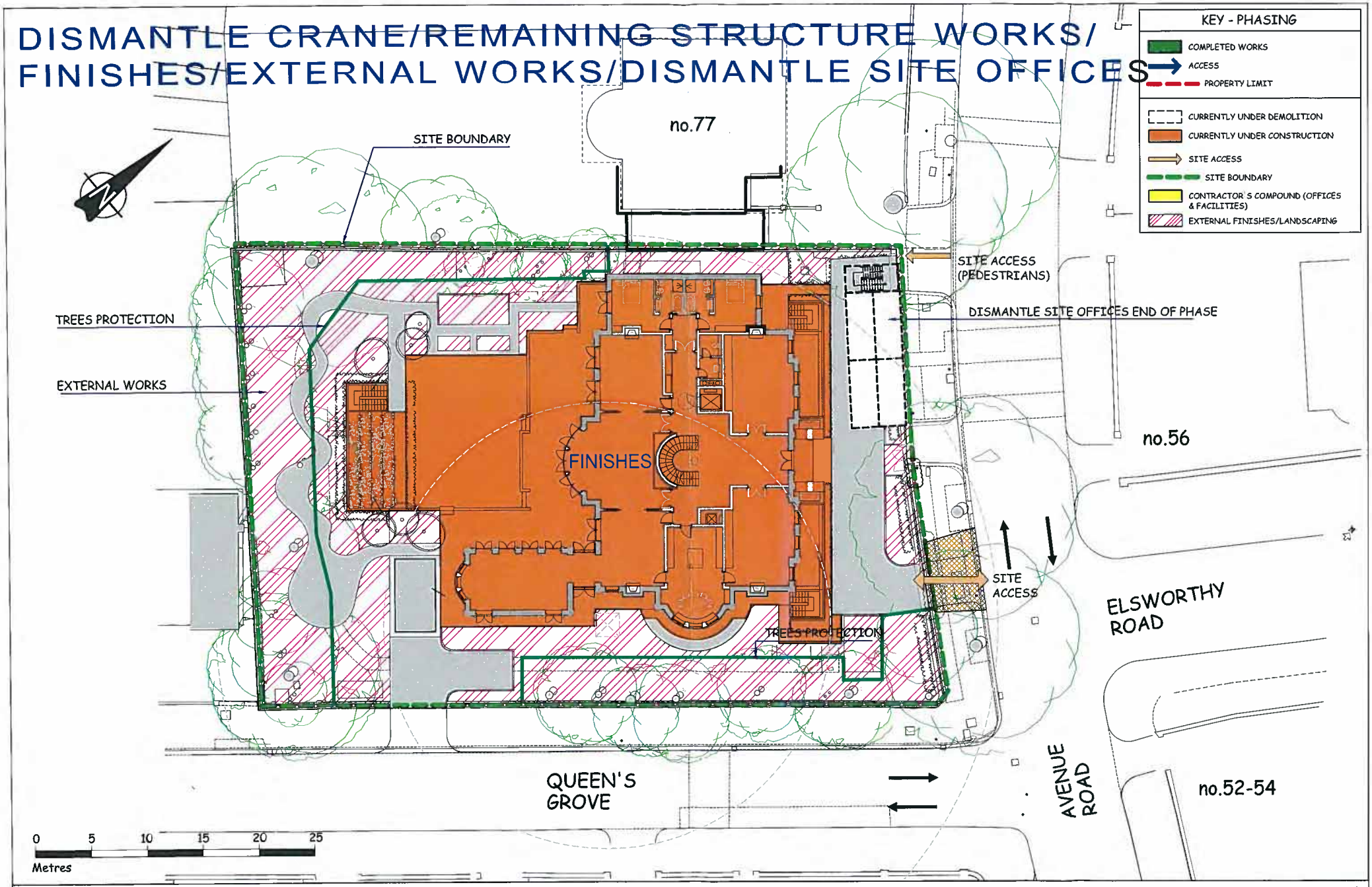
AVR-BYG-MTH-000001- B
GENERAL PHASING

PAGE 05
SUPERSTRUCTURE HOUSE

DATE: 07/10/11
SH/GMA

73 - 75 AVENUE ROAD

DISMANTLE CRANE/REMAINING STRUCTURE WORKS/ FINISHES/EXTERNAL WORKS/DISMANTLE SITE OFFICES



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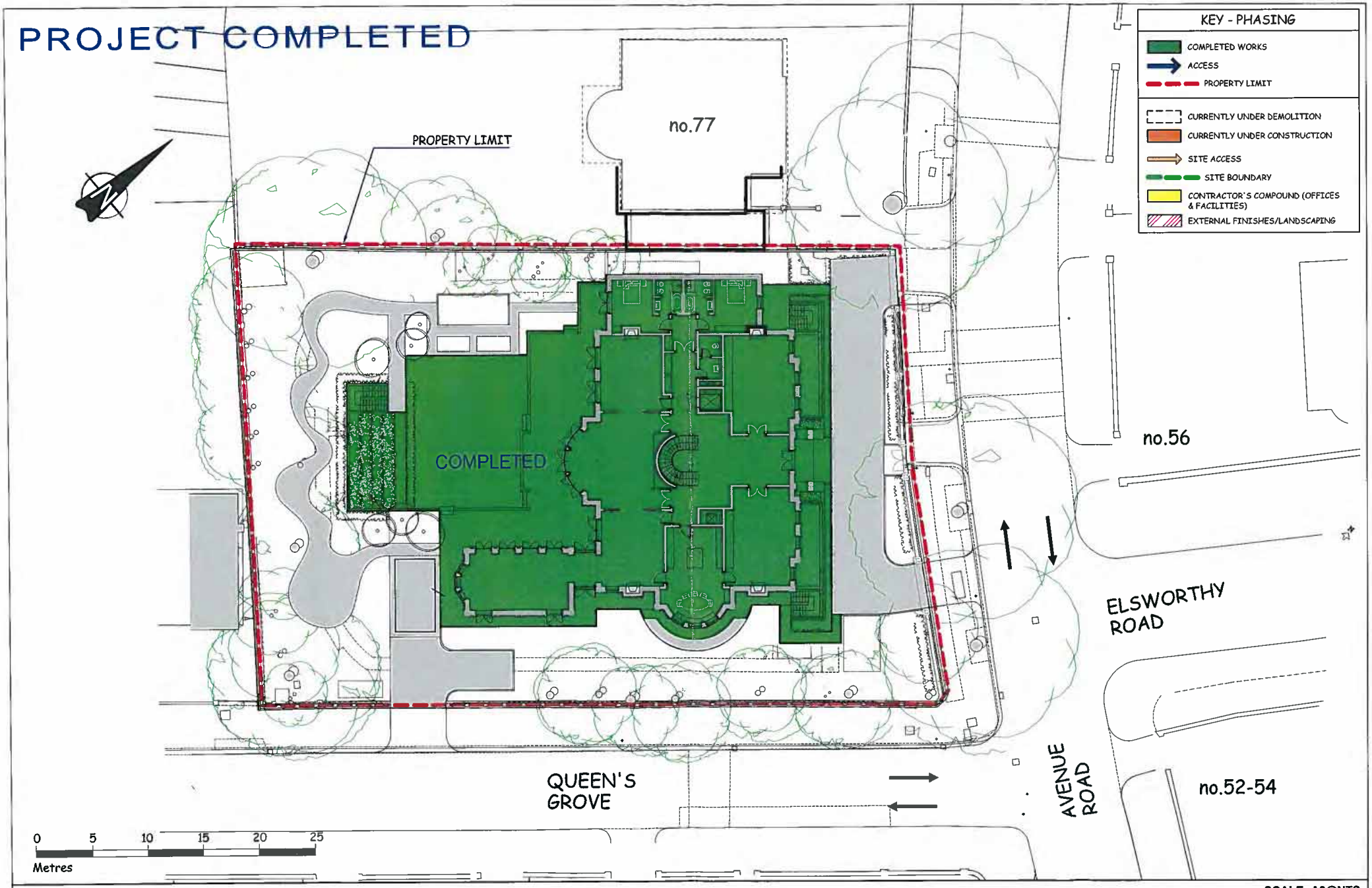
PROJECT COMPLETED



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AVR-BYG-MTH-000001- 8
GENERAL PHASING

PAGE 07
COMPLETED

DATE: 07/10/11
ENI/GMA

73 - 75 AVENUE ROAD

Appendix A5

Example Training Certificates

Construction Site Manager's Safety Certificate

Awarded to

Gabriel Knight

on

29th February 2012

on the successful completion of

The Site Management Safety Training Scheme for the Construction and Civil Engineering Industries

Signed on behalf of
ConstructionSkills

Chief Executive

Course Organiser

REGISTRATION NUMBER **3397637**

EXPIRY DATE **28/02/2017**

Site Safety Plus

constructionskills

Certificate of Competence

British Standard 5228: 2009

Noise & Vibration Control on Construction and Open Sites
Training Venue: KBL Head Office, Brentwood

This is to certify that

Rudy Murphy

Successfully demonstrated the required level of competence and knowledge covering Regulations, Legal Duties, Industry Best Practice, Acceptable Limits, Action values and effective Control Measures.

For Knight Build Limited

Signed .....

Daniel O'Leary
Training Officer

Certificate Number: KBL/NVC/007 *Dated: 15th November 2014*

This certificate is valid for three years

Knight Build Limited
www.knightbuild.co.uk

Certificate of Competence

British Standard 5228: 2009

Noise & Vibration Control on Construction and Open Sites
Training Venue: KBL Head Office, Brentwood

This is to certify that

Pat Sterling

Successfully demonstrated the required level of competence and knowledge covering Regulations, Legal Duties, Industry Best Practice, Acceptable Limits, Action values and effective Control Measures.

For Knight Build Limited

Signed .....

Daniel O'Leary
Training Officer

Certificate Number: KBL/NVC/003 *Dated: 15th November 2014*

This certificate is valid for three years

Knight Build Limited
www.knightbuild.co.uk

Certificate of Competence

British Standard 5228: 2009

Noise & Vibration Control on Construction and Open Sites
Training Venue: KBL Head Office, Brentwood

This is to certify that

Mohammed Abdul-Kadiri

Successfully demonstrated the required level of competence and knowledge covering Regulations, Legal Duties, Industry Best Practice, Acceptable Limits, Action values and effective Control Measures.

For Knight Build Limited

Signed .....

Daniel O'Leary
Training Officer

Certificate Number: KBL/NVC/006 *Dated: 15th November 2014*

This certificate is valid for three years

Knight Build Limited
www.knightbuild.co.uk

Appendix A6

Dust and Emissions Risk Assessment

Risk Assessment No. KB /RA/001

SPECIFIC RISK ASSESSMENT

Site Name: The Morrison						**Site Number: 73 – 75 Avenue Road**			
Site Location: London, NW8						**Specialist Discipline: Control of Dust and Emissions.**			
Assessor: Richard O'Leary		**Signed:**				**Date: November 2014**			
Activity / Element	**Full Description of Hazards**	**Who at risk**	**Initial Risk Rating**			**Control Measures Specified**	**Residual Risk Rating**		
			L	**C**	**R**		**L**	**C**	**R**
Pre-Site Preparation	Failure to plan site activities to deal with specific pollution problems (dust and emissions).	All	H	H	H	1. Follow best practice and prevent dust and other pollutant emissions from being carried outside the boundary. 2. Compile method statements and risk assessments. 3. Machinery, fuel and chemical storage and dust generating activities will not be located close to boundaries and sensitive receptors if at all possible. 4. Erect effective barriers around dusty activities (The front of the site will be fully scaffolded with a monarflex screen) 5. Notify the Local Authority Building Control Team. 6. Inventory and timetable of all dust generating activities. 7. Erection of solid barriers to site	L	L	L

						boundary. 8. All site personnel to be fully trained. 9. Identify responsible person in charge.			
Haul Routes, Access Routes	Generation of dust and emissions, Failure to maintain Haul and access routes	All	H	H	H	1. Use consolidated surfaces on all haul roads (Tarmac) to reduce dust emissions. 2. Regularly inspect all access and haul roads for integrity and repair if required. 3. Daily sweeping and cleaning. 4. Impose speed limits.	L	L	L
Damping down haul routes both within and outside the site	Forming of wet areas. Causing splashing, Generating puddles.	All	H	H	H	1. Approved wet methods or mechanical road sweepers on all roads during periods of dry weather. 2. Clean road edges and pavement using wet method. 3. Use approved wet method or mechanical road sweepers on all roads at least once a day. 4. Provide hard standing areas for vehicles and regularly inspect and clean these areas. 5. Where possible use sustainable sources of water, e.g. dewatering or extraction holes. 6. Contact the Environment Agency to recycle any collected material or run-off	L	L	L

						water – according to legal requirements.			
Vehicles	Dust and emissions created by vehicles.	All	H	H	H	1. We will carry out the following controls to reduce dust and particulates associated with vehicles- such as that from exhaust emissions, the contact of tyres on the road surface or dust blowing from material being carried. 2. All vehicles must switch off engines – no idling. 3. Set speed limits. 4. Cover and secure all loads entirely with clean sheets that are entering and leaving the site. 5. Wash vehicle wheels when leaving site. 6. Reduce the number of vehicle movements where possible. 7. Control of queuing or parked vehicles outside the site both during and before the site opens.	L	L	L
Site monitoring protocols	Managing the generation of dust and emissions. Dust and emissions from works activities. Dust and emissions from vehicles.	All	H	H	H	1. Employ best practice at all times. 2. Take into account the impact of dust and particulates on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside of the site boundary such as by visual assessment 3. Keep an accurate log of complaints from	L	L	L

						the public.. 4. Determine the prevailing wind direction across the site and plan site activities to suit. 5. Monitor dust deposition and spoiling rates as these can be used to indicate nuisance. 6. We will carry out a visual inspection of site activities, dust controls and site conditions and record in a daily dust log. 7. We will appoint a designated person to regular monitor air quality on a daily basis on this site using a hand held monitor and check against site set limits. 8. The site set limit on this site will be 250 ugG/m3 over 15 minutes (or 200 ug/m3 for TEOM measurement).			
Site entrances / exits	Dust and emissions escaping through site entrance. Build-up of dust and emissions at site entrance. Mud and dust on the road.	All	H	H	H	1. We will employ the following control measures to help prevent dust being spread outside the site boundary by site vehicles at entrances and exits. 2. All vehicles to be inspected prior to leaving site 3. Full time traffic marshal to be in place during all working hours 4. Wheel-wash all vehicles entering and leaving the site.	L	L	L

						5. Traffic marshal controlling the site entrance. 6. Put in place procedures for effective cleaning of vehicles and inspection which should include full inspection of underside and wheels of vehicle. 7. Ensure the loading of materials is done with the lowest drop height. 8. Vehicles carrying dusty materials should be securely covered before leaving site. 9. Enter all information of all vehicles entering/leaving site in a log book.			
Mobile crushing plant.						**NO CRUSING TO TAKE PLACE ON SITE**			
Excavation and earthworks.	Dust and emissions generated by works activity.	All	H	H	H	1. All dusty activities should be damped down, especially during dry weather. 2. Temporarily cover earthworks where possible. 3. Re-vegetate exposed areas to stabilise surfaces.	L	L	L
Stockpiles and storage mounds.	Dust and emissions generated from stockpiles. Loose materials blowing across site	All	H	H	H	1. Do not maintain long term stockpiles on site. 2. Minimise drop heights to control the fall of materials (dust) 3. Keep stock piles away from the site boundary.	L	L	L

	and in to public areas.					4. Cover stock piles if possible. 5. Take into account the predominant wind direction when siting the position of stockpiles. 6. Reuse hard-core where possible to avoid unnecessary vehicle movements. 7. Erect fences of similar height and size to the stockpile to act as wind barriers and keep these clean using wet methods 8. Keep stock piles damped down.			
Cutting, grinding and sawing.	Dust and emissions generated from cutting, grinding and sawing work activities.	All	H	H	H	1. All equipment should be fitted with water suppressant systems. 2. Use dust extraction techniques where possible. 3. Do not carry out cutting activities where dust is driven directly into public areas. 4. Use pre-cut materials where possible. 5. Use local exhaust ventilation	L	L	L
Chutes and skips	Dust and emissions generated from the loading of skips and the using of chutes.	All	H	H	H	1. Securely cover skips. 2. Minimise drop heights. 3. Regularly damp down surfaces with water. 4. Completely enclose skips where possible. 5. Do not carry out works in windy conditions	L	L	L
Scabbling.	Dust and emissions	All	H	H	H	1. Best Practice management must be in	L	L	L

	generated by Scabbling works.					place at all time. 2. Avoid scabbling works where ever possible. 3. Pre-wash works surfaces. 4. Screen off works areas 5. Vacuum up all dusty residue rather than sweeping away.			
Demolition.	Dust and emissions generated from demolition works and activities.	All	H	H	H	1. All dusty activities should be damped down, especially during dry weather. 2. Strip and screen the building with suitable material and strip the inside of the building before demolition begins. 3. Notify the Health and Safety Executive of the works to take place. 4. Only licenced and competent operatives will be used. 5. Clearly identify the location of asbestos containing materials before starting work. 6. Procedures put in place to sample and analyse suspect materials. 7. Independent air sampling will be carried out to ensure standards are met. 8. Disposal of asbestos-containing materials to licensed waste sites according to HSE guidelines before the demolition works commence. 9. Materials will be removed from site as soon as possible to reduce stock piling.	L	L	L

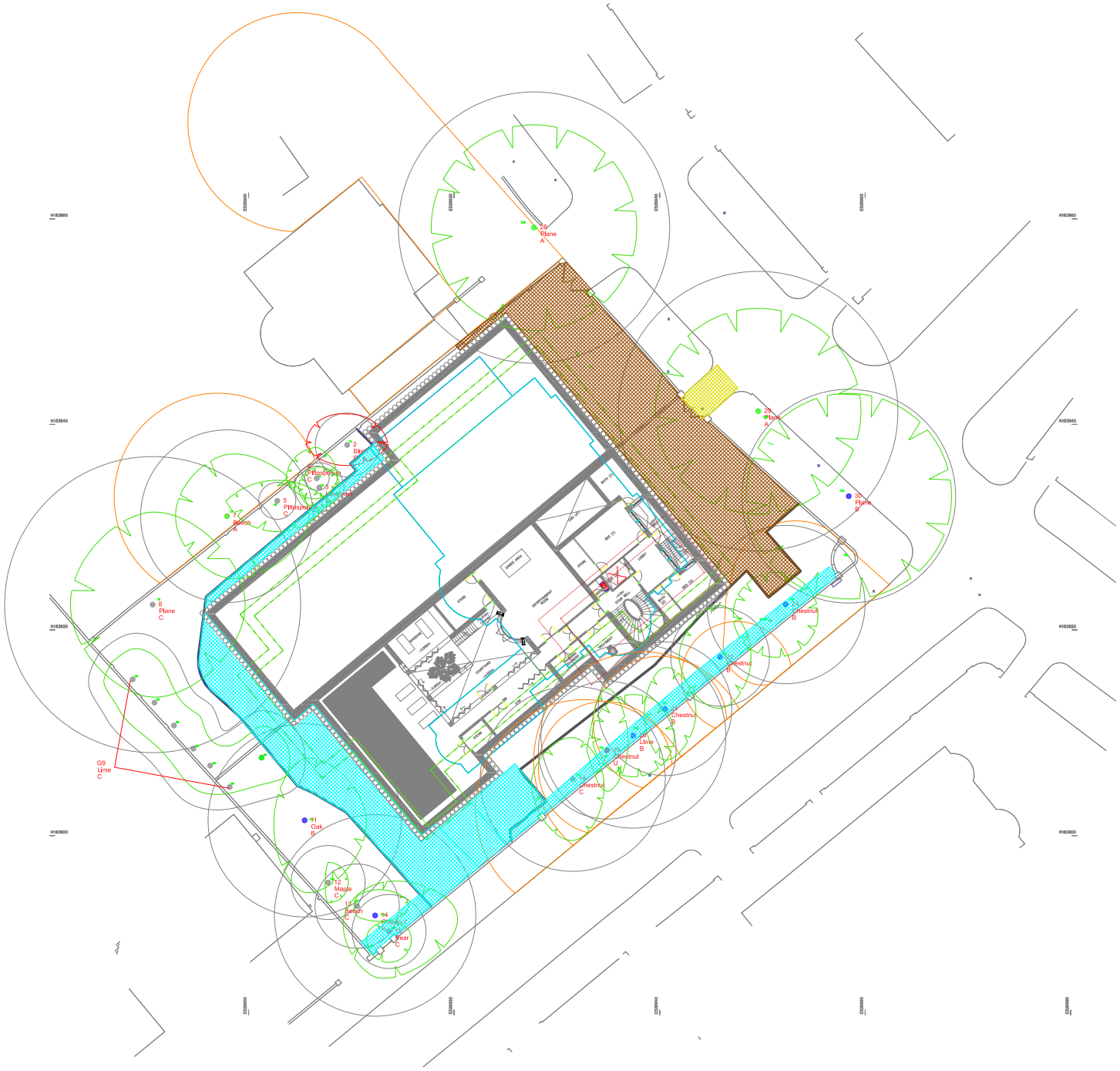
Waste Disposal /Burning	Dust and emissions generated from waste disposal and burning activities	ALL	H	H	H	1. There will be no burning allowed on site at any time. 2. All excess material will be used elsewhere on site, sent to other sites to be used, sent to transfer stations for recycling, sent back to the supplier for re-stacking or at the very last resort sent to landfill. 3. All skips to be labelled and sorted where possible. 4. Materials to be stored away from sensitive locations. 5. We will employ a just-in-time delivery system to reduce the amount of time materials are stored on site.	L	L	L

Dealing with spillages	Emissions and contamination rising from spillages.	All	H	H	H	1. The following measures will be implemented on this project. 2. Bunded areas will be used wherever practicable. 3. Regular site inspections will be carried out looking for spillages. 4. Spill kids will be placed around the site and operatives trained in their use. 5. Certain spillages will be cleaned using agreed wet handling methods. 6. Vacuum and sweep activities will be regularly carried out to prevent the build-up of fine waste dust material, which is spilled on the site, and is designated as waste and will be removed from site as per the site waste management plan. 7. The Environment Agency, London Fire and Emergency Planning Authority (LFEPA) will be informed if harmful substances are spilled.	L	L	L

L = Likelihood **C = Consequence** **R = Risk (Likelihood x Consequence)**	**Likelihood: Low Risk = L, Medium Risk = M, High Risk = H,** **Consequence : Low Risk = L, Medium Risk = M, High Risk = H,**

Appendix A7

Tree Protection Drawing



Proposed Lower Ground Floor Plan

NOTE:

This survey is of a preliminary nature. The trees were inspected from the ground only on the basis of the Visual Tree Assessment method. No samples were taken for analysis. No decay detection equipment was employed. The survey does not cover the arrangements that may be required in connection with the laying or removal of underground services.

Branch spread in metres is taken at the four cardinal points to derive an accurate representation of the crown.

Root Protection Areas (RPA) are derived from stem diameter measured at 1.5 m above adjacent ground level (taken on sloping ground on the upslope side of the tree base).

Landmark Trees

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Site: 73-75 Avenue Road	1:200@ A1
Drawing Title: Arboricultural Impacts Assessment	March 2015

Key:

- Category A High Quality
- Category B Moderate Quality
- Category C Low Quality
- Category U Trees Unsuitable for Retention
- 200mm layer of 40/20mm clean angular stone on Treetex T300 Geotextile Separation Fabric on drive
- Concrete crossover

- Existing Tree Protection Barriers
- Ground guards within the site interior (rear and sides)