HAMILTON COURT DEVELOPMENTS

CONSTRUCTION & DEMOLITION MANAGEMENT PLAN

1-6 Pratt Mews

Camden

Contents

Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	*(attach appendix if necessary)*
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

The purpose of the **Construction & Demolition Management Plan (C&DMP)** 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 C&DMP 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 C&DMP 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 C&DMP 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 C&DMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this C&DMP 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 C&DMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

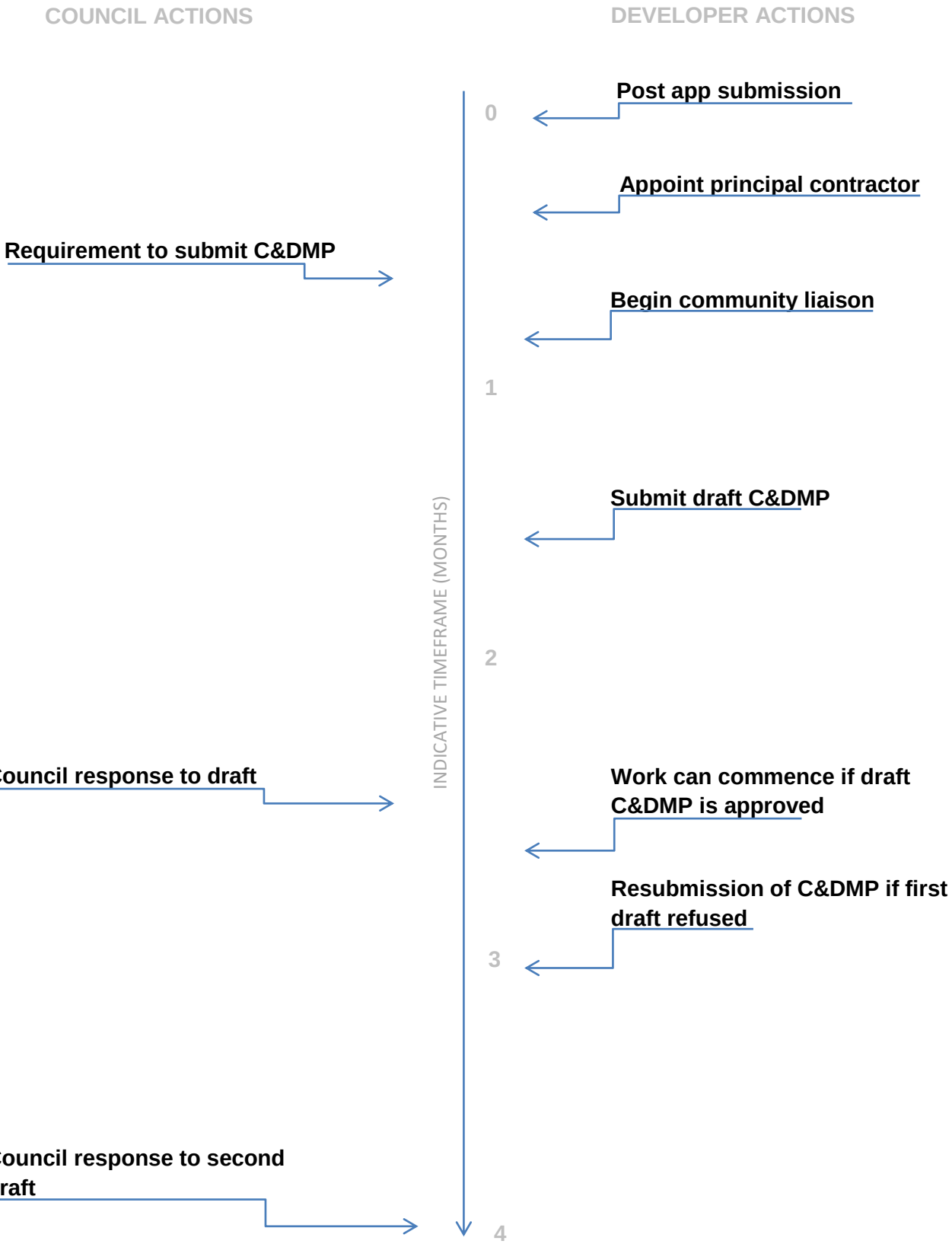
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

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 is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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 C&DMP
Begin community liaison
1
Submit draft C&DMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft C&DMP is approved
Resubmission of C&DMP 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: 1-6 Regent House, Pratt Mews, London, NW1 0AD

Planning ref: 2013/7739/P

Type of C&DMP - Section 106 planning obligation/~~Major sites framework~~:

2. Please provide contact details for the person responsible for submitting the C&DMP.

Name: Ben Lampert

Address: Hamilton Court Developments, 8-9 Bulstrode Place, Marylebone, London W1U 2HY

Email: ben@hcdevelopments.com

Phone: 0203 478 5555

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: Ben Lampert

Address: Hamilton Court Developments, 8-9 Bulstrode Place, Marylebone, London W1U 2HY (Registered address: 35 Ballards Lane, London, N3 1XW)

Email: ben@hcdevelopments.com

Phone: 0203 478 5555

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.

See question 3.

5. Please provide full contact details of the person responsible for community liaison/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 responsible Camden officer.

See question 3.

6. 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 C&DMP.

Name: Ben Lampert

Address: Hamilton Court Developments, 8-9 Bulstrode Place, Marylebone, London W1U 2HY

Email: ben@hcdevelopments.com

Phone: 0203 478 5555

Site

1. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the C&DMP applies.

SITE LOCATION PLAN

Application Site

AERIAL VIEW - FROM NORTH

The site is located within the Camden Town Conservation Area. It is a very central location in a mews accessed from Pratt Street.

The site occupies the north eastern side of Pratt Mews. It is surrounded on its other three boundaries by varying uses including residential, commercial and a church to the south east.

Pratt Mews has a variation of uses including residential, commercial, church, office and warehousing.

The site originally comprised a number of single aspect mews houses with warehousing to the rear.

These were converted into offices, which at the time was used for a dog charity and school accommodation during the late 1980's. The site is currently being used as office accommodation for an accountancy firm.

The project aim is the demolition of the existing office building and the construction of 8 apartments over the 1st & 2nd Floor with B1 commercial space on the Ground.

2. 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).

The development is small in nature compared to the larger developments occurring throughout London.

The project work will involve the demolition of the existing office building and the construction of 8 apartments over the 1st & 2nd Floor with B1 commercial space on the Ground.

Cycle storage and refuse bin store for apartments would be located at ground level.

The office accommodation would be single aspect onto Pratt Mews.

The residential units on the upper level will have Juliette balconies onto Pratt Mews. Lightwells at the rear of the building will provide natural light to the apartments.

The total gross internal area of the scheme is:
Residential 720 sq.m.
Office 307 sq.m.

The main challenges will be access into and within the Mews followed by controlling nuisance noise, dust and vibration to the neighbouring properties.

Access will be from Pratt Street, which is a one-way system.

3. 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.).

All occupants of Pratt Mews would be affected by traffic, noise and vibration.

The occupants of Bayham Street to the rear would also be affected by noise and vibration.

The occupants of Pratt Street between the junction with Bayham Street and Camden High Street will be affected by construction traffic entering and leaving Pratt Mews.

4. 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.

See next page:

Pratt Mews currently has a single yellow line and no footpath or designated loading areas.

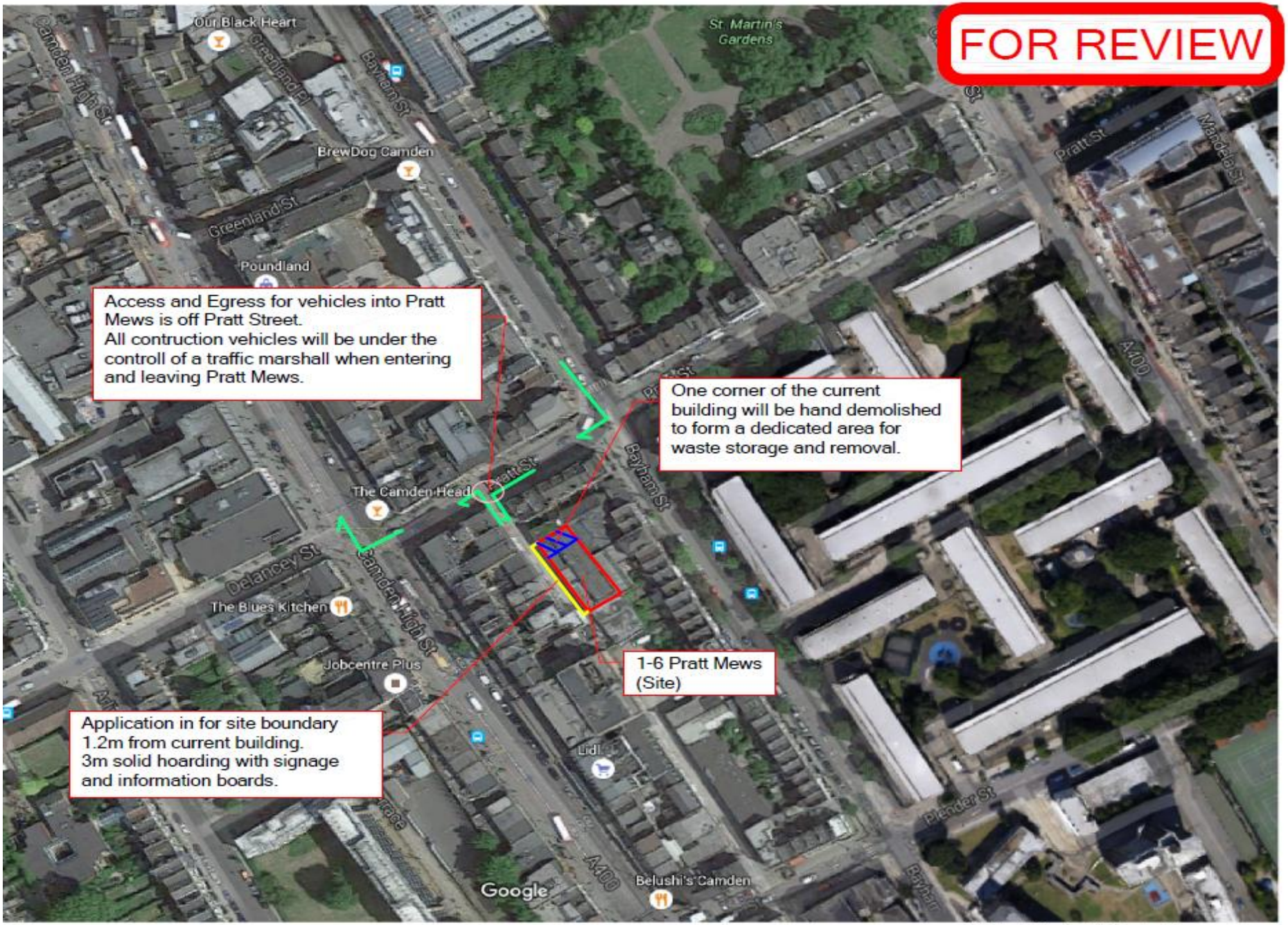
15 Pratt Mews has a designated parking place outside of premises, however, no other properties have parking.

The access to Pratt Mews is off Pratt Street and will have a traffic marshal stationed to control vehicles entering and leaving Pratt Mews.

All vehicles will have to reverse into Pratt Mews as there is no turning circle within.

This will be under the control of a traffic marshal.

H
C


FOR REVIEW
Access and Egress for vehicles into Pratt Mews is off Pratt Street.
All contruction vehicles will be under the controll of a traffic marshall when entering and leaving Pratt Mews.
One corner of the current building will be hand demolished to form a dedicated area for waste storage and removal.
1-6 Pratt Mews (Site)
Application in for site boundary 1.2m from current building.
3m solid hoarding with signage and information boards.
Our Black Heart
Greenland Pl
Bayham St
St. Martin's Gardens
Camden High St
BrewDog Camden
Greenland St
Poundland
Pratt St
Mandeville St
A400
The Camden Head
Delancey St
The Blues Kitchen
Jobcentre Plus
Lidl
Pilender St
Belushi's Camden
Google
Imagery ©2016 Google, Map data ©2016 Google 20 m

5. 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).

Mobilise on site: 02/05/2016
Demolition: 16/05/2016
New Build: 04/07/2016
Fit-Out: 05/12/2016
Completion: 24/06/2017

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

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

The standard working hours for construction sites in Camden will be as below;

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

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

It is currently intended to utilise existing services.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the C&DMP 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 C&DMP 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.

1. 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 C&DMP**.

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 C&DMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised C&DMP 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 C&DMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Contact with the occupiers of Pratt Mews has commenced and a draft of the C&DMP issued for comments.

A formal consultation of the with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors is to be organised following initial feedback from Camden on the C&DMP.

Appendix A Contains copies of the correspondence between Hamilton Court Developments and the residents of Pratt Mews.

Further to issuing an initial letter, direct contact by both email / telephone conversation was made with the following and we are addressing various queries relating to programme, construction methods & how possible disturbances will be addressed.

- 7 Pratt Mews - Peter Leanord (representative of the Jehovah's Witness Kingdom Hall)
- 8-9 Pratt Mews – Leo Kaufman
- 10 Pratt Mews – Gary Hodes of Searchlight
- 11 Pratt Mews – Stephen Food of Auriga Kore Limited
- 15 Pratt Mews – Harriette of the North London Music Company

Following email / telephone conversation we held meetings with the following:

- Meeting with 7 Pratt Mews 11/03/2016
- Meeting with 10 Pratt Mews 24/03/2016
- Meeting with 11 Pratt Mews 7/04/2016

As a result of discussions the following amendments have been made:

- Hoarding / scaffold plan amended and set back in the area directly opposite 11 Pratt Mews to allow for vehicle access (See Appendix A)

- Discussion with 10 Pratt Mews regarding the proposed colour of the painted hoarding. Hamilton Court Developments had proposed that the hoarding be painted our cooperate colour (black) however it was requested that this be painted a lighter colour so to not impact on the 'light' – Hamilton Court Developments agreed

- 10 Pratt Mews raised concern over the noise and Hamilton Court Developments discussed that we would need a C&DMP in place which would address noise levels and require noise monitoring

- It was likely that the access to the Jehovah's Witness Kingdom Hall would be affected during demolition, following an on-site meeting on the 11.03.2016 we established a methodology that would ensure that access is not affected

Hamilton Court Developments will carry out the development in line with Camden's Minimum Requirements, conditions 21-27:

Community Liaison

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

22- At all sites a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

23 - All Contact Boards shall include the following materials:

a) The title 'Contact Board'

b) Name of the main contractor, address and person to whom correspondence should be addressed.

c) Name of the site manager.

d) Month and year of completion of works.

e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

24 - Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal

working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

25 - The applicant shall ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

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

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

2. 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.

Regular updates on the project and scheduled works will be issued to locals and displayed on an external notice board on the site hoarding.

The contact details of the main point of contact for locals will be displayed on the site hoarding.

At the start of the project, the site manager will make contact with the occupiers of Pratt Mews personally to ensure they have a physical person to talk to and contact during the works.

Regular progress meetings will also be setup to provide an opportunity for concerns to be raised.

3. 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".

The works will be registered with the Considerate Constructors Scheme.

A copy of the registration can be found in Appendix B.

4. Neighbouring sites

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

Camden have advised that there are 2 developments currently under construction nearby on Bayham Street.

Unfortunately, the current one-way system does not allow alternative vehicle routes to Pratt Mews and our vehicles will have to travel down part of Bayham Street.

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 which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

Name: Ben Lampert

Address: Hamilton Court Developments, 8-9 Bulstrode Place, Marylebone, London W1U 2HY

Email: ben@hcdevelopments.com

Phone: 0203 478 5555

2. 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).

Hamilton Court Developments have the dual role of both Client and Principal Contractor on this project.

As such, we will include CLOCS within the contracts to all our sub-contractors and also only appoint FORS accredited contractors.

The site manager will have to role of ensuring all vehicles coming to site abided by the CLOCS requirements and will be assisted by the traffic marshals.

Compliance will be recorded on a weekly check sheet and during formal site inspections by Hamilton Court Developers and our external consultants.

Our site shall:

1. Have clearly marked access and egress points and traffic marshals to control vehicle movements in and out of Pratt Mews.
2. Due to the small size of the site, loading and unloading will take place immediately adjacent to the site. Materials will be brought straight into site and waste will either be removed through a wait and load or a skip situated within the site.
3. The site will be suitable for a vehicle fitted with underrun bars.
4. Comply with this C&DMP.

Our operators shall:

1. Only use vehicle routes agreed with Hamilton Court Developments and the London Borough of Camden to service the site.
1. Be accredited to bronze (or higher) level Fleet Operator Recognition Scheme (FORS) or equivalent.
2. Have additional safety equipment fitted to vehicles.
3. Only use drivers who have received additional training e.g. Safe Urban Driving, e-learning and vehicle safety equipment training.
4. Perform driver licence checks.
5. Record, investigate and analyse any collisions.

6. Ensure that they have written to their supply chain informing them of the need to comply with the above requirements.

3. 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:

Name: Ben Lampert

Address: Hamilton Court Developments, 8-9 Bulstrode Place, Marylebone, London W1U 2HY

Email: ben@hcdevelopments.com

Phone: 0203 478 5555

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.

4. 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 (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

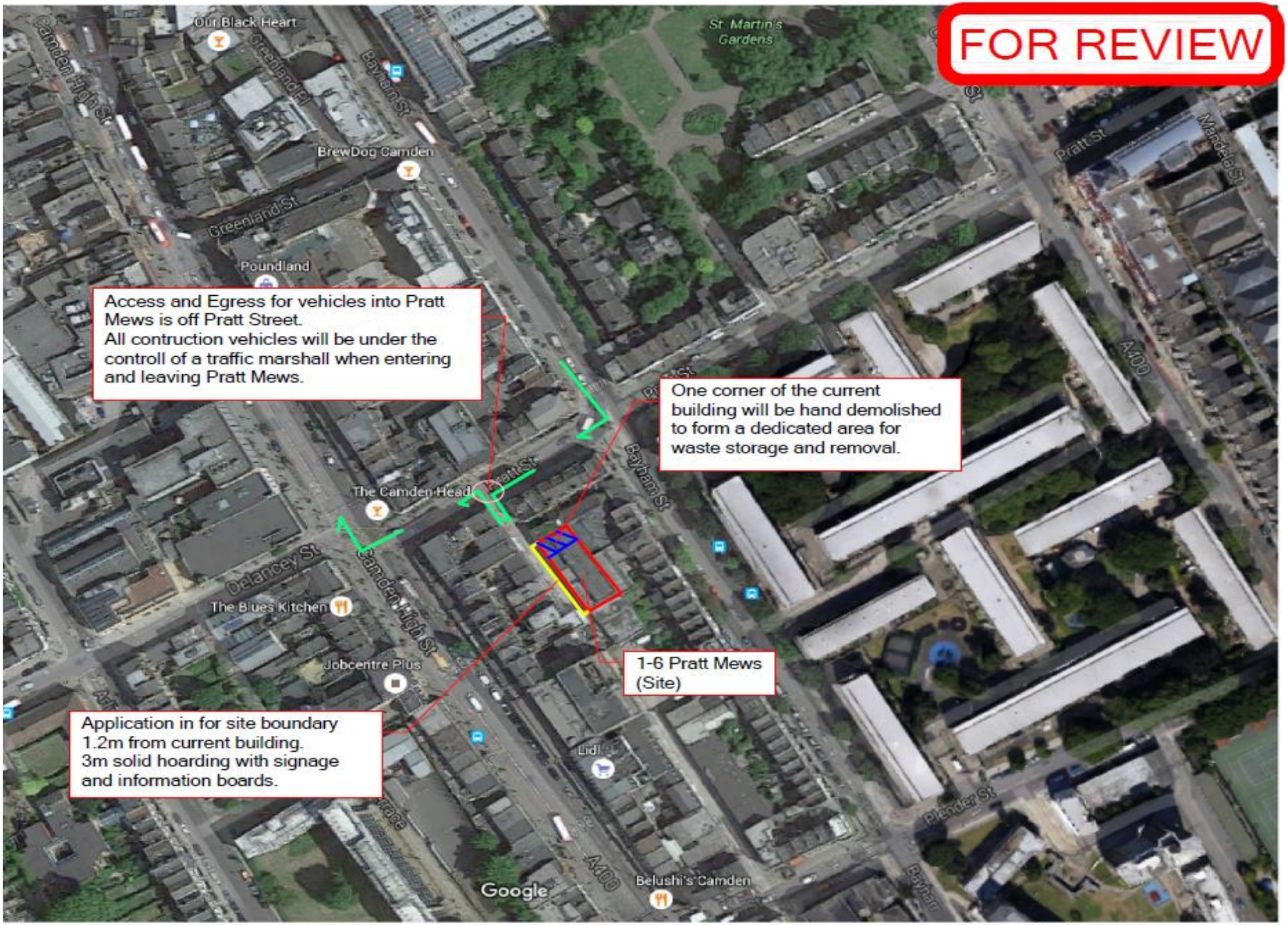
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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 overleaf.

Due to the one-way system in force around the site area, construction traffic is limited in their choice of routes to site.

H
C


FOR REVIEW
Access and Egress for vehicles into Pratt Mews is off Pratt Street.
All contruction vehicles will be under the controll of a traffic marshall when entering and leaving Pratt Mews.
One corner of the current building will be hand demolished to form a dedicated area for waste storage and removal.
1-6 Pratt Mews (Site)
Application in for site boundary 1.2m from current building.
3m solid hoarding with signage and information boards.
Our Black Heart
Greenland Pl
Bayham St
St. Martin's Gardens
Camden High St
BrewDog Camden
Greenland St
Poundland
Pratt St
Mandeville St
A400
The Camden Head
Delancey St
The Blues Kitchen
Jobcentre Plus
Lidl
Pilender St
Belushi's Camden
Google
Imagery ©2016 Google, Map data ©2016 Google 20 m

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.

As part of the tender and order process, contractors will be provided with a copy of the above traffic route plan.

5. 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.

Most vehicles coming to site will be transit vans carrying small materials.

There will also likely be approximately two skip deliveries and removals per day during demolition and then twice weekly during build and fit out.

A scaffold lorry will be required at the start and end of the project.

Only the scaffold lorry is likely to require a long dwell time and as such would be planned for a Saturday.

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

Camden have advised that there are 2 developments currently under construction nearby on Bayham Street. No further information on these works are known.

Unfortunately, the current one-way system does not allow alternative vehicle routes to Pratt Mews and our vehicles will have to travel down part of Bayham Street.

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.

Only one vehicle will be allowed to site at any one time.

The site manager will be in charge of co-ordinating deliveries to occur at separate times.

All deliveries to site will be pre-booked with the site manager a minimum of 24hrs before arrival.

A diary of scheduled deliveries will be held by the site manager and any emergency deliveries will need to attend where there is a space in that day's schedule.

If a vehicle arrives while another vehicle is present due to a delay, they will either be requested to take a detour if the other vehicle is about to leave or rescheduled.

If an unscheduled vehicle tries to attend site, the vehicle will be sent away and the responsible contractor reminded of the site rules.

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 necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

It is not envisioned that a holding area will be required.

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).

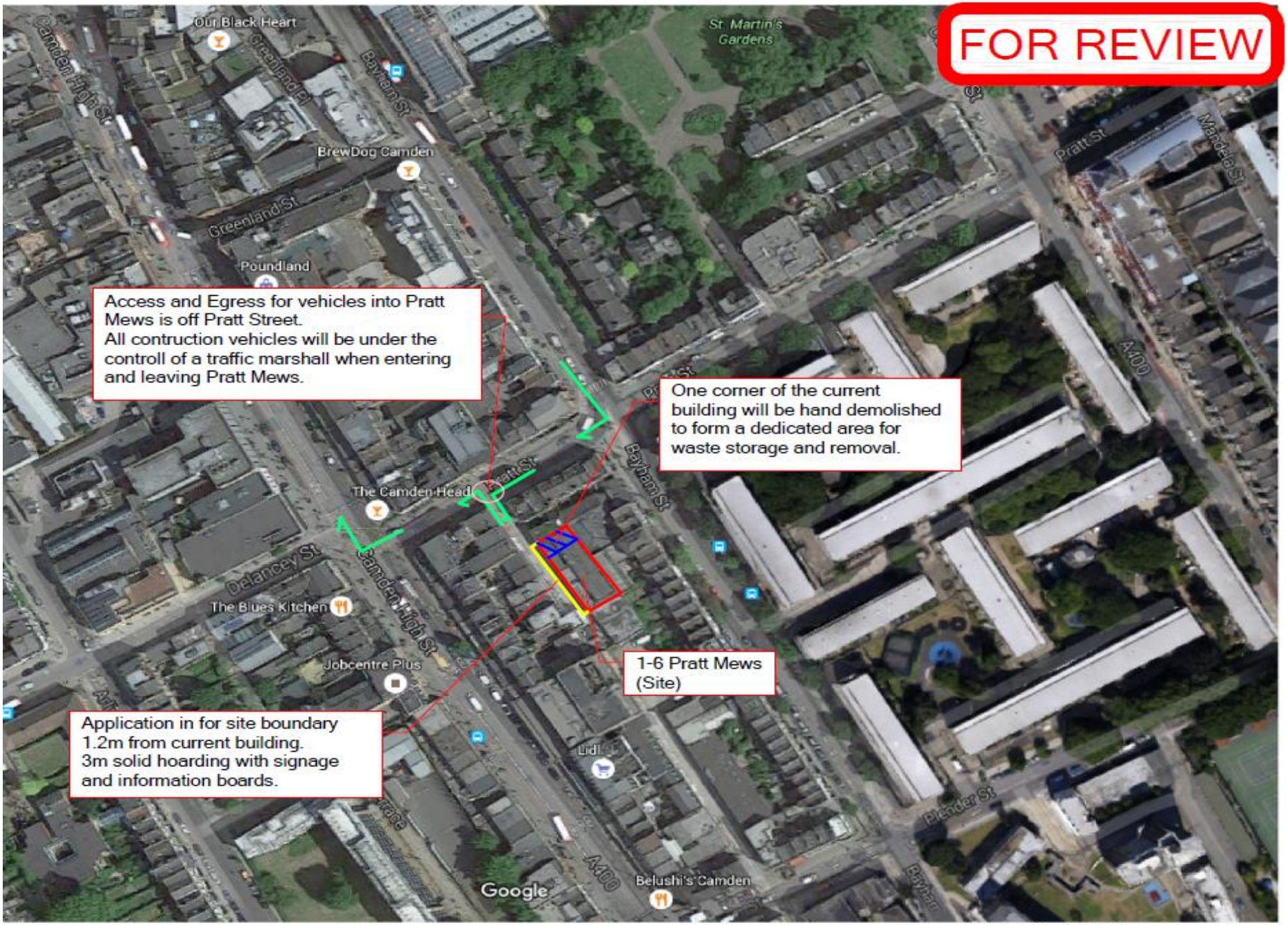
Due to the small size of the site, materials will be ordered to site only when needed for that day's activities.

6. 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

H
C


FOR REVIEW
Access and Egress for vehicles into Pratt Mews is off Pratt Street.
All contruction vehicles will be under the controll of a traffic marshall when entering and leaving Pratt Mews.
One corner of the current building will be hand demolished to form a dedicated area for waste storage and removal.
1-6 Pratt Mews (Site)
Application in for site boundary 1.2m from current building.
3m solid hoarding with signage and information boards.
Our Black Heart
Greenland Pl
Bayham St
St. Martin's Gardens
Camden High St
BrewDog Camden
Greenland St
Poundland
Pratt St
Mandeville St
A400
The Camden Head
Delancey St
The Blues Kitchen
Jobcentre Plus
Lidl
Pilender St
Belushi's Camden
Google
Imagery ©2016 Google, Map data ©2016 Google 20 m

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

Only one vehicle for the works will be permitted into Pratt Mews at any one time.

Traffic marshals stationed at the junction of Pratt Mews and Pratt Street will control vehicles entering and leaving Pratt Mews.

Chapter 8 barriers will also be used to keep pedestrians back when vehicles enter and leave Pratt Mews, while vehicles on Pratt Street will temporarily be stopped to allow the site vehicle to reverse.

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).

The entrance into Pratt Mews is sufficiently large enough for site vehicles to smoothly enter and leave. (See Appendix C)

Due to Pratt Mews being a cul-de-sac with no turning area, vehicles will have to reverse in.

This will only happen under the control of a traffic marshal.

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.

Wheel washing facilities will not be required for these works as vehicles will not enter the site.

7. 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 8 if any parking bay suspensions will be required.

It will not be possible to take vehicles onto site due to space.

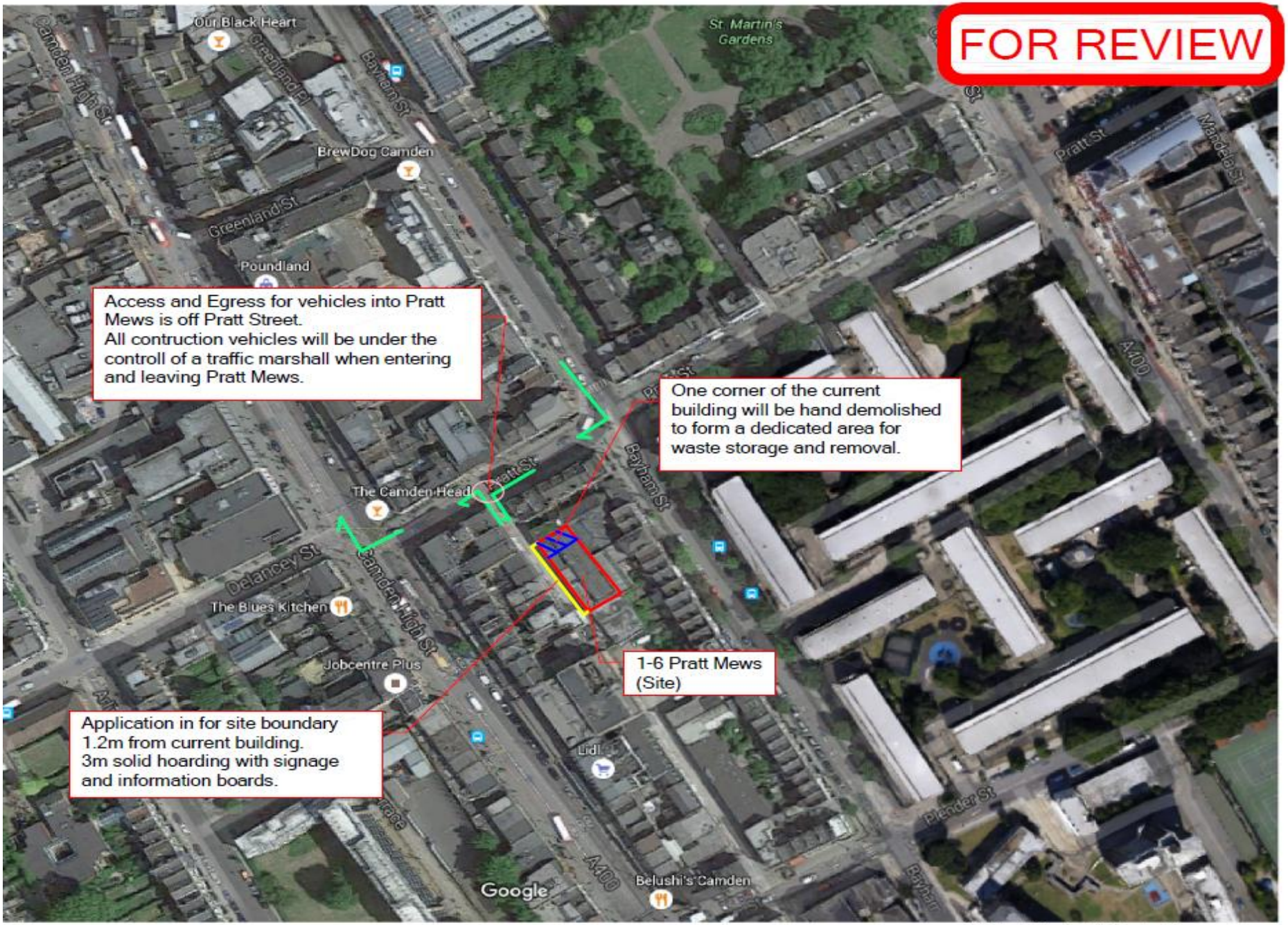
Traffic Marshalls will ensure the safe passage of pedestrians and cyclists in the street when vehicles are being loaded or unloaded.

The size of Pratt Mews means when loading and unloading is taking place, other vehicles will not be permitted or able to access the area.

Traffic marshals will prevent other vehicles from entering Pratt Mews during loading and deliveries.

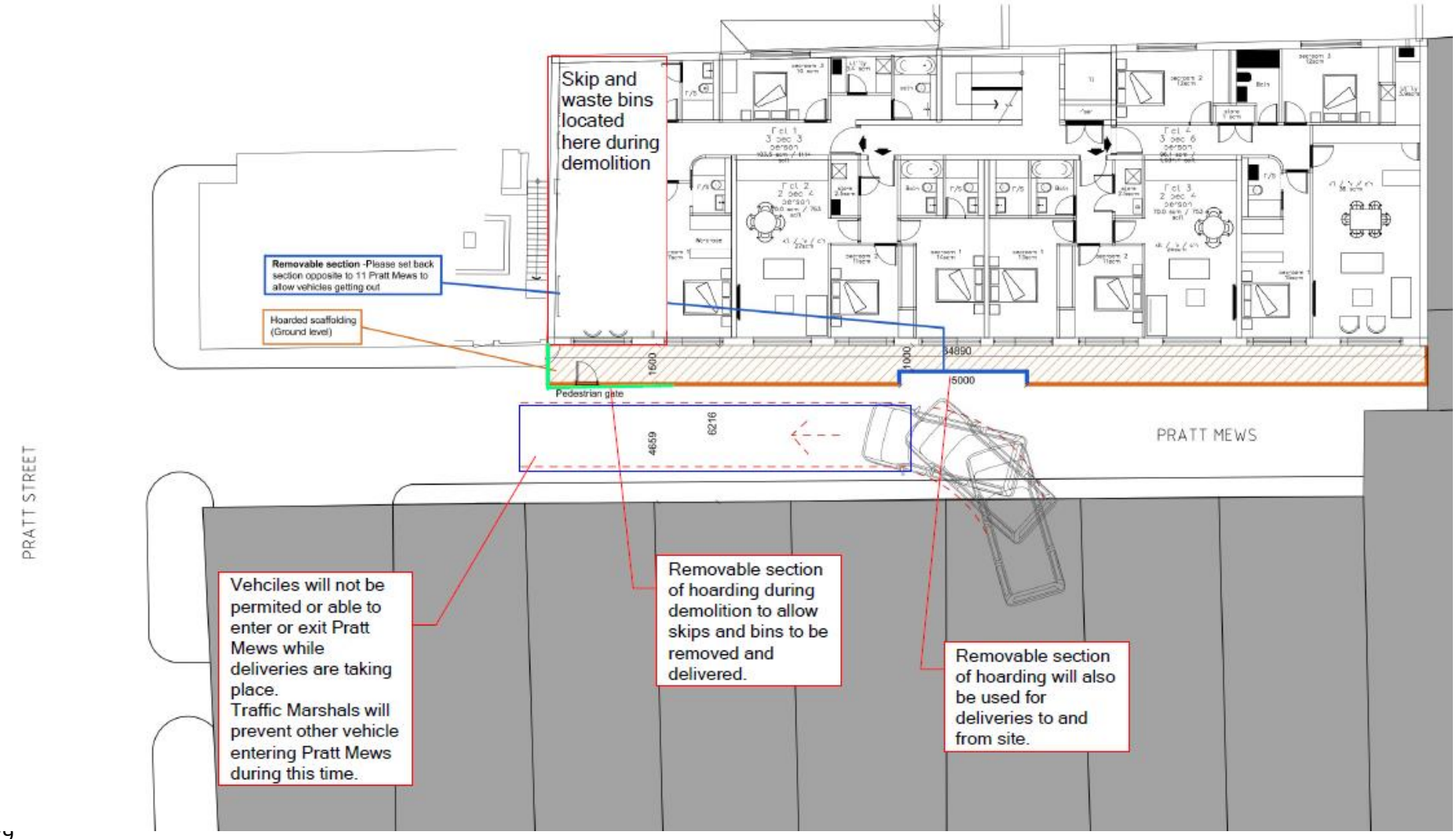
Please see the below diagrams and those in Appendix C.

H
C


FOR REVIEW
Access and Egress for vehicles into Pratt Mews is off Pratt Street.
All contruction vehicles will be under the controll of a traffic marshall when entering and leaving Pratt Mews.
One corner of the current building will be hand demolished to form a dedicated area for waste storage and removal.
1-6 Pratt Mews (Site)
Application in for site boundary 1.2m from current building.
3m solid hoarding with signage and information boards.
Our Black Heart
Greenland Pl
Bayham St
St. Martin's Gardens
Camden High St
BrewDog Camden
Greenland St
Poundland
Pratt St
Mandeville St
A400
The Camden Head
Delancey St
The Blues Kitchen
Jobcentre Plus
Lidl
Pilender St
Belushi's Camden
Google
Imagery ©2016 Google, Map data ©2016 Google 20 m

1-6 Pratt Mews, London, NW1 0AD

Loading & Unloading Diagram



Highway interventions

- **8. Parking bay suspensions and temporary traffic management orders**

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found here.

No parking bay suspensions will be required.

9. 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).

No highway works will be required.

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

No highway works or highway signage will be required.

10. 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).

No diversions will be required.

11. 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 to 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.

No permanent diversions will be required.

Traffic Marshalls shall be used to control pedestrian and vehicle access into Pratt Mews.

VRUs entering Pratt Mews will be required to use the opposite side of the road and prevented from accessing site by the hoarding.

If a construction vehicle is present in Pratt Mews; chapter 8 barriers will be used to segregate pedestrians from the vehicle.

Also when pedestrians are entering and leaving Pratt Mews, the traffic marshals will prevent vehicles from entering site.

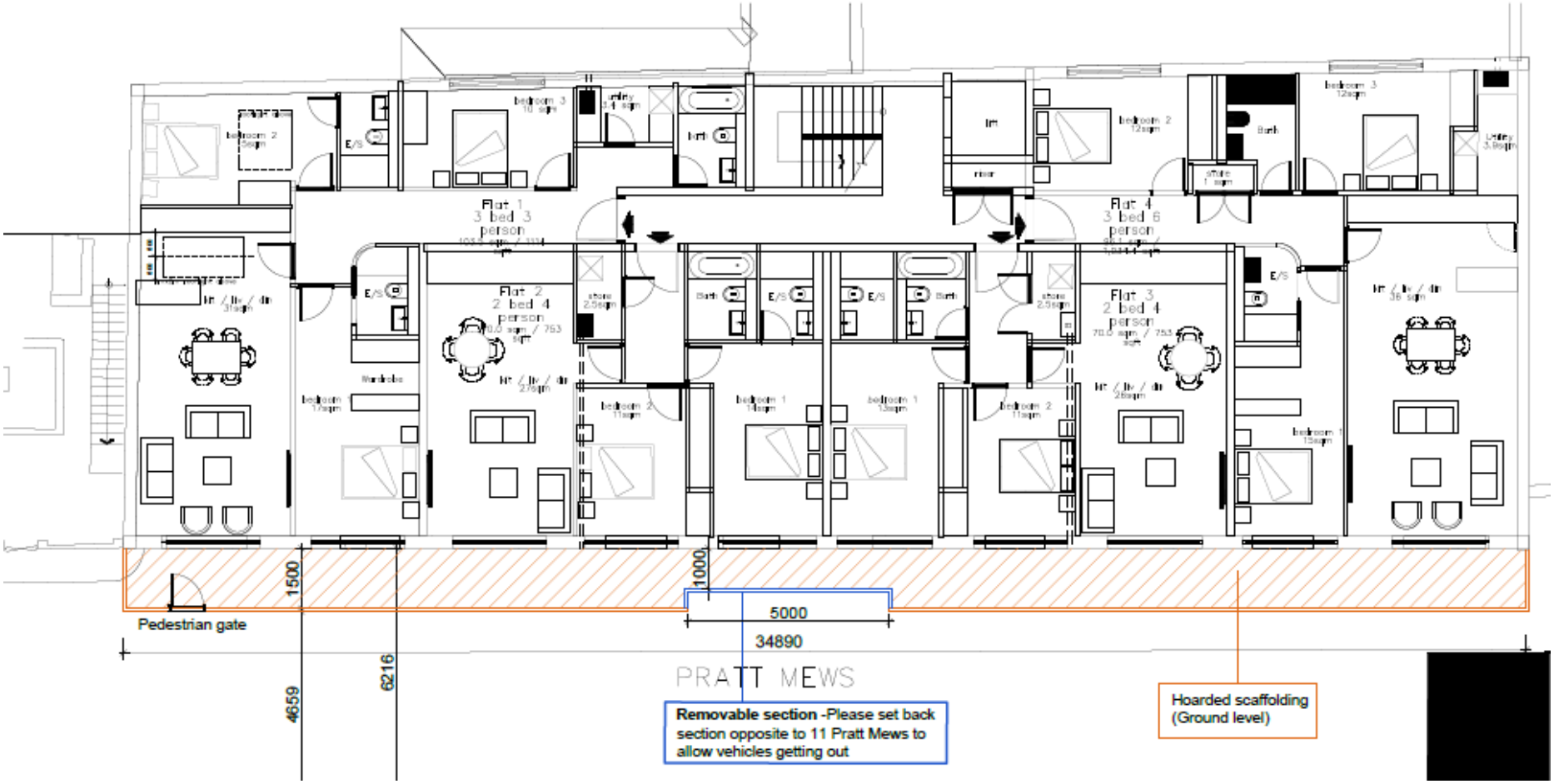
b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

An application has been submitted to have a hoarding and scaffold 1.2m into Pratt Mews from the property boundary.

A diagram is below;

H
C

HAMILTON COURT
DEVELOPMENTS



[redacted]

Camden

HAMILTON COURT DEVELOPMENTS

- SYMBOL IS FOR INTERNAL USE

Camden

Environment

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

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

Works likely to create nuisance noise will only occur during site hours of;

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

The activities include;

- Demolition of the current building by hand (hammer, sledge hammer, crowbar and pickaxe) and machine (handheld breaker, pneumatic hammer, small excavator with breaker/bucket/pneumatic grabber). This will change as the works progress and be covered by suitable RAMS.
- Erection and dismantling of site hoarding with hammers and drills
- Excavation of foundations with mini digger (for groundworks stage)
- Erection and dismantling of scaffold

The above works will be carried out during site working hours:

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

There will be no noise during the planned breakfast and lunch breaks: (10am-10.30am and 1.00pm – 1.30pm)

We will endeavour to minimise work on Saturdays and it is likely that in the main we do not work Saturdays.

Subject to Party Wall Awards and the various approvals we endeavour to commence demolition at the end of April and would expect this period to last 8 weeks. Following this we would anticipate a 12-month construction period, however once the frame and envelope is completed (c.6 months into the build) we would expect the noise levels to drop as we will be working within the building.

2. 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.

A noise survey was commissioned to gain background levels for the works to be benchmarked against.

The summary will be included below;

A copy of the noise survey will be found in Appendix D once received.

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

A noise survey company conducted a desktop study to predict the likely noise and vibration levels throughout the proposed works.

The report is copied within Appendix D.

4. 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.

Methods of working will be chosen to reduce the likely noise and vibration levels. These will be agreed with the noise and vibration specialist and use the 'Best Practicable Means'.

At the start of the works, a solid hoarding and then covered scaffold will be erected to help prevent or reduce the release of noise from site.

When monitoring identifies a raise in noise and vibration levels, an investigation will take place to first identify the likely cause and then propose measures to prevent a repeat.

Hamilton Court Developments will work to Camden's recommended conditions 3 – 5, as described below:

Abatement Noise Techniques

3- The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.
4- The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009+A1:2014 'Noise and Vibration Control on Construction and Open Sites'. **When dealing with tall**

buildings, 3D modelling should be used to predict noise levels and Part 2 vibration (in the case of basement/underground works).

5- Monitoring, Noise Levels

6- The Main Contractor shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the Construction/Demolition Management Plan.

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

All staff will be provided with a copy of and be briefed on BS 5228:2009 + A1:2014. This will form part of the site induction and feature within regular 'Tool Box Talks'.

Hamilton Court Developments have appointed a specialist acoustic consultant to carry out on site training to site operatives:

KP Acoustics, Britannia House, 11 Glenthorne Road, London, W6 OLH.

Contact: Kris Mrozek 020 8222 8778 (email kmrozek@kpacoustics.com)

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

Dust generated by the construction process will be suppressed via a fine directional spray jet of water aimed at the source, and any material to be transported to be wetted down prior to transit. The below preventative actions will also be taken;

- Skips and powder containers to be covered when not in use
- Cutting equipment to be used with water suppressant and/or suitable extract system
- No burning of waste wood or other materials on site
- The stockpiling of dust generating materials on site will be minimised
- Wet brushing techniques will be used for cleaning
- Regular checks for visual observation of dust and soiling within 50m of site

This will be supported by the site hoarding and debris netting on the scaffolding.

Hamilton Court Developments will comply with Camden's recommendations as set out below:

Dust Levels

10 - The C&DMP will identify all the dusty operations and establish the best available techniques are required to control dust emissions. The identified dusty operations will be recorded. Fugitive dust emissions will be prevented whenever practicable. When this is not practicable emissions should be controlled at source. Examples include correct storage of raw materials, organising the process in

such a way that spillage is avoided, and maintaining high standards of internal and external housekeeping.

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

12 - Areas where there is vehicular movement will have a consolidated surface will should be kept in good repair.

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

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

15 - Effective preventative maintenance will be employed on all aspects of the construction/demolition works including all plant, vehicles, buildings and the equipment concerned with the control of emissions to air.

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

7. 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.

Significant amounts of dirt or dust should not make it to the highway.

If there is a release of dirt or dust, operatives will first be tasked to clear it away, or a sweeper truck would be called in to tidy up.

During any operations that may create the spread of dust, an operative will be on hand to spray water over the area in order to suppress the dust.

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

Noise monitoring:
Class 1 integrating logging sound level meters will be installed, and will be calibrated (before and after) with a Class 1 acoustic calibrator. The instrumentation will be fully calibrated by the manufacturer, or other approved body, as required by the British Standard, with current calibration certificates. The meter will be set to measure and store samples of various acoustic parameters such as LAeq, LA90, LA10 LAmax and LC peak.

Alert threshold response would be available by SMS text/e-mail facility once pre-defined trigger noise levels are exceeded.

Vibration monitoring:
Vibration monitoring will be undertaken during the demolition period, measuring the peak particle velocity [P.P.V.], in three axes continuously over defined periods. This would be undertaken to ensure the structural rigidity of the building by comparing all acquired vibration measurements against current Standards and Guidance and determining the likelihood for cosmetic/structural damage.
Alert threshold response would be available by SMS text/e-mail facility once pre-defined trigger vibration levels are exceeded.

Dust monitoring:
Automated particulate monitoring of average 15-minute PM10 dust levels will also be undertaken. The monitoring would be undertaken in accordance with The London Councils' Best Practice Guidance: The control of dust and emissions from construction and demolition (November 2006). Alert threshold response will be available by SMS text or e-mail facility. The system will be set up such that the site's Project Manager will be notified when dust levels reach the proposed project action level of 200µg/m3 of PM10 (15-minute average). A second alert will be set at the proposed upper limit action level of 250µg/m3 of PM10.

On occasions when exceedances of the upper limit action level occur, KPA will contact the Site Manager to confirm what activities have taken place during the day for inclusion in the report.

The propagation of dust is related to wind direction and speed around the site. It has been assumed that meteorological data for the local area is readily available and a site weather monitoring station is not required.

Assessment & reporting:

Monitoring data will be downloaded from meters, and normal operation of the meters will be verified, on a regular basis via a remote modem link. Calibration would be checked during periodic visits to site. Weekly summary reports will be issued to relevant parties by email, as required.

All data will be remotely managed so that the involvement of non-acoustically trained staff is minimised. Raw data will be collected on a remote server

and treated according to the specific customer requirements, therefore providing a highly flexible solution. All data will be accessible through a secure website, with individual access to the end---user.

The provider will be KP Acoustics of Britannia House, 11 Glenthorne Road, London, W6 OLH

Contact: Kris Mrozek kmrozek@kpacoustics.com

Please see below proposed monitoring scope from KP Acoustics:

KP Acoustics Propsal

14208: PRATT MEWS, CAMDEN, LONDON

Further to your recent enquiry, I am pleased to present you with our scope of work for the above project.

A. SCOPE OF WORK

A.1 Noise and Vibration Management Plan

We would liaise with the Local Authority, should it be necessary, in order to agree on a noise emissions criterion based on the measured background noise levels. Our assessment would be based on the following and relevant Standards and Good Practice Documents, including the following:

- BS5228 Part 1:2014 "Code of practice for noise and vibration control on construction and open sites."

- BS 8233: 2014: 'Sound Insulation and Noise Reduction for Buildings --- Code of Practice'

- Mayor's SPG for Control of Dust and Emissions during Construction and Demolition

- WHO Guidelines

B. PRE---COMMENCEMENT WORKS – Noise/Vibration/Dust Monitoring

Monitoring locations should be determined to reflect the potentially most noise impact from the construction/demolition site, while providing secure and safely accessible monitoring stations. The exact positions would be specified in agreement with KP Acoustics (KPA) and other interested parties as appropriate. We will visit site prior to installation of the equipment to confirm the monitoring locations and mains power provision.

Noise, vibration and dust limits would be specified in the context of accepted standards and assessment procedures, liaison with all related parties as required and experience of practical issues at similar sites. It is important that these limits are specified at the closest affected properties rather than as site boundary limits where they could be exceeded by site activities immediately adjacent to monitors, without receptors actually being disturbed.

This part of the Scope will include liaison with relevant parties in order to locate and arrange access to these monitoring positions.

C. Construction/demolition Monitoring

C.1 Noise Monitoring

A number of Class 1 integrating logging sound level meters will be installed, and will be calibrated (before and after) with a Class 1 acoustic

calibrator. The instrumentation will be fully calibrated by the manufacturer, or other approved body, as required by the British Standard, with current calibration certificates. The meter will be set to measure and store samples of various acoustic parameters such as LAeq, LA90, LA10 LAmax and LC peak.

Alert threshold response would be available by SMS text/e---mail facility once pre---defined
trigger noise levels are exceeded.

C.2 Vibration Monitoring

Vibration monitoring will be undertaken during the full construction/demolition period, measuring the peak particle velocity [P.P.V.], in three axes continuously over defined periods. This would be undertaken to ensure the structural rigidity of the building by comparing all acquired vibration measurements against current Standards and Guidance and determining the likelihood for cosmetic/structural damage.

Alert threshold response would be available by SMS text/e---mail facility once pre---defined
trigger vibration levels are exceeded.

C.3 Dust Monitoring

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

Alert threshold response will be available by SMS text or e---mail facility. The system will be set up such that the site's Project Manager will be notified when dust levels reach the proposed project action level of 200 µg/m3 of PM10 (15---minute average). A second alert will be set at the proposed upper limit action level of 250 µg/m3 of PM10.

On occasions when exceedances of the upper limit action level occur, KPA will contact the Site Manager to confirm what activities have taken place during the day for inclusion in the report.

The propagation of dust is related to wind direction and speed around the site. It has been assumed that meteorological data for the local area is readily available and a site weather monitoring station is not required.

C.4 Assessment & Reporting

Monitoring data will be downloaded from meters, and normal operation of the meters will be verified, on a regular basis via a remote modem link. Calibration would be checked during periodic visits to site. Weekly summary reports will be issued to relevant parties by email, as required.

All data will be remotely managed so that the involvement of non---acoustically trained staff is minimised. Raw data will be collected on a remote server and treated according to the specific customer requirements, therefore providing a highly flexible solution. All data will be accessible through a secure website, with individual access to the end---user.

Prior to the commencement of the whole monitoring exercise, we would recommend organising a meeting with all related parties in order to agree on what type of data would be displayed on the dedicated website.

9. 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.

The below Risk Assessment regarding construction dust has been produced in line with the HSE 5 Steps to Risk Assessment.

This can be summarised as;

1. Identify the hazards
2. Decide who might be harmed and how
3. Evaluate the risks and decide on precautions
4. Record your significant findings
5. Review your assessment and update if necessary

Hazard	Affected	Risk Level (H, M, L)	Precautions to reduce Risk	Revised Risk Level (H, M, L)
Dust from manual demolition	Operatives and public		Damp down at source, RPE for operatives and prevent dust leaving site with hoarding and netting.	
Dust from mechanical demolition	Operatives and public		Damp down at source, RPE for operatives and prevent dust leaving site with hoarding and netting.	
Dust from stockpiling & storage of demolition waste before transit	Operatives and public		Damp down at source, prevent dust leaving site with hoarding and netting and cover skips before leaving site.	
Construction dust from cutting materials on site	Operatives and public		Order materials at or close to the right size and shape. Cut off site in a builder's yard if possible. Damp down at source, and prevent dust leaving site with hoarding and netting.	
Construction dust from stockpiling & storage of construction waste before transit	Operatives and public		Damp down at source, prevent dust leaving site with hoarding and netting and cover skips before leaving site.	

With proper controls in place, the site should pose a low dust risk.

Also the below assessment of the works has been undertaken using the GLA's Control of Dust and Emissions Supplementary Planning Guidance has found the site to be a Low/ Negligible Risk;

Dust emission magnitude for the site:

Activity	**Dust Emission Magnitude**
Demolition	Small
Earthworks	Small
Construction	Small
Trackout	Small

Sensitivity of the area to dust and soiling effects on people and property

Activity	Sensitivity
Demolition	Medium
Earthworks	Medium
Construction	Medium
Trackout	Medium

Sensitivity of the area to human health impacts

Activity	Sensitivity
Demolition	Medium
Earthworks	Medium
Construction	Medium
Trackout	Medium

Sensitivity of the area to ecological impacts

Activity	Sensitivity
Demolition	Small
Earthworks	Small
Construction	Small
Trackout	Small

Risk of dust impacts

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Medium Risk
Medium	High Risk	Medium Risk	**Low Risk**
Low	Low Risk	Low Risk	**Negligible**

Dust monitoring:

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

Alert threshold response will be available by SMS text or e-mail facility. The system will be set up such that the site's Project Manager will be notified when dust levels reach the proposed project action level of 200µg/m3 of PM10 (15-minute average). A second alert will be set at the proposed upper limit action level of 250µg/m3 of PM10.

On occasions when exceedances of the upper limit action level occur, KPA will contact the Site Manager to confirm what activities have taken place during the day for inclusion in the report.

The propagation of dust is related to wind direction and speed around the site. It has been assumed that meteorological data for the local area is readily available and a site weather monitoring station is not required.

10. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 9 have been addressed by completing the GLA mitigation measures checklist. Please attach this as an appendix.

All 'Highly Recommended' measures for the site will be followed and are noted within the Dust Mitigation document within Appendix E.

The above actions in item 9 will also be implemented.

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site has been Risk Assessed as Low.

12. 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).

A pest control company will be contracted to control rodents and other vermin on the site.

Also the site will be kept clean of food waste to prevent vermin being attracted to the site.

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

A full demolition survey has been undertaken by AC Environmental Services 1st March 2016 and a report issued 15th March 2016. A summary of this is as per the below:

A small amount of asbestos was found above a fire escape stair, to the canopy. Some asbestos floor tiles were also identified within the WC's. In both of these areas the asbestos has been classified 'very low' risk. It has been advised that the identified areas of asbestos are removed by a licenced carrier prior to commencement of demolition.

A copy of the survey is in Appendix D.

14. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Hamilton Court Developments prides ourselves on improving the local environment with our buildings, but this includes the period during its creation.

There will be a designated smoking area for the site and as part of the induction and site rules, foul language and horseplay, will not be tolerated.

Additional requirements:

As per Camden's recommendation

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

SYMBOL IS FOR INTERNAL USE

Appendices

Appendix A - Public Consultation

Appendix B - Considerate Constructors Scheme

Appendix C - Site Diagrams

Appendix D – Surveys

Appendix E – Dust