Construction Management Plan

pro forma Rev C

(version submitted 08/12/2016)

Contents

Revisions	**3**
Introduction	**4**
Timeframe	**5**
Contact	**6**
Site	**8**
Community liaison	**10**
Transport	**13**
Environment	**21**
Agreement	**27**

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.**"

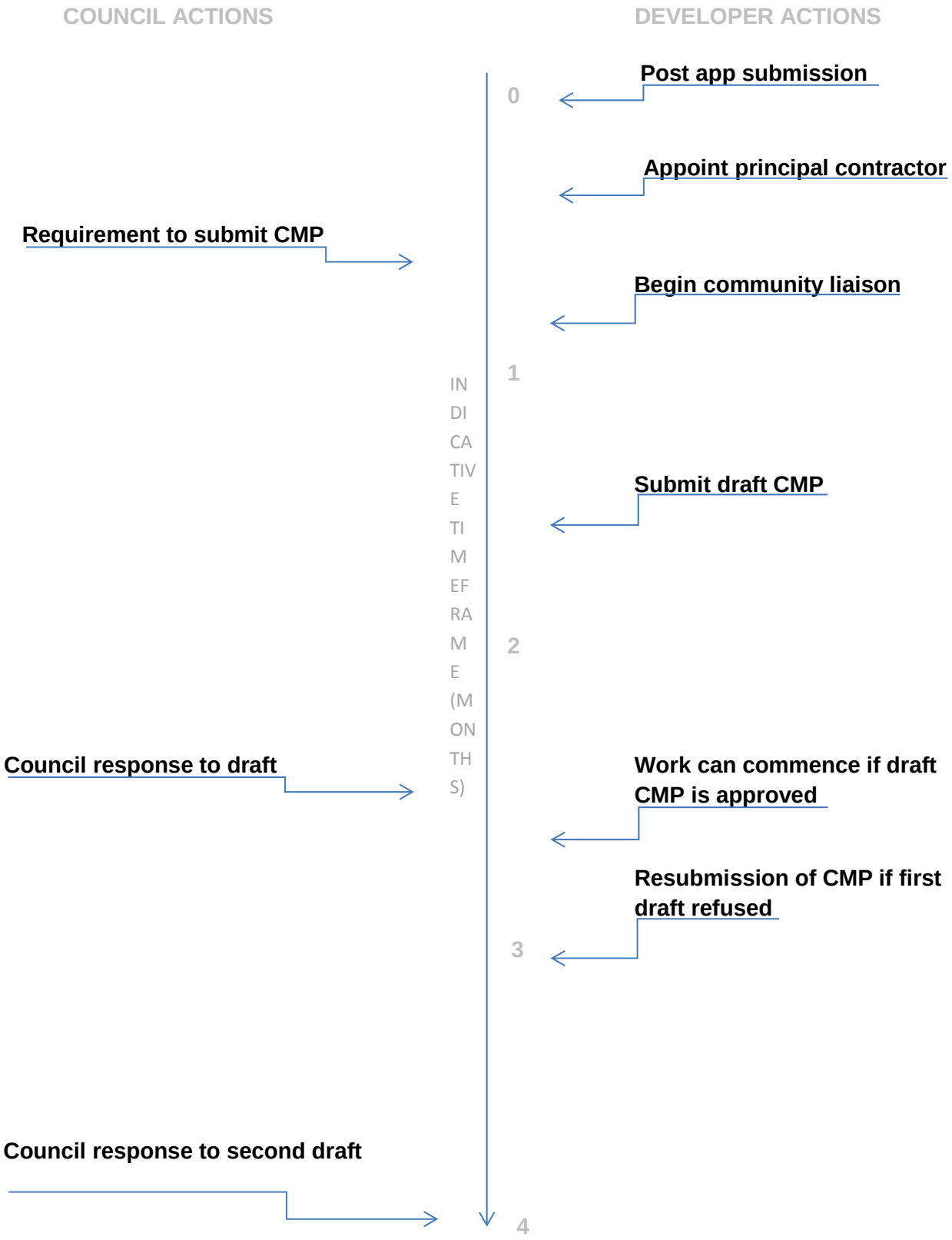
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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
INDICATIVE TIMEFRAME (MONTHS)
Submit draft CMP
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: 2 Akenside Road, London NW3 5BS

Planning ref: 2015/0851/P

Type of CMP – [TBC] TBA

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

Name: Kevin Monaghan

Address: Monaghan Home Ltd, Foundation House, 4 Percy Street, N12 8BU

Email: monaghanhomes@aol.com

Phone: 020 8369 5535

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: Nick Toumazou

Address: 10a Wheatlock Mead, Redbourn, AL3 7HS

Email: nicktoumazou@msn.com

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

Name: As above

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: Kevin Monaghan, Monaghan Homes Ltd

Address: Foundation House, 4 Percy Road, London N12 8BU

Email: monaghanhomes@aol.com

Phone: 020 8369 5535

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 application site is situated on Akenside Road, to the north of Regents Park and approximately 700 metres from Belsize Park and Hampstead London Underground stations. The site is occupied by No.2 Akenside Road and is bound to the west by Akenside Road and is located just south of its junction with Lyndhurst Road. The property is surrounded on all other sides by further residential properties.

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 development proposals comprise the excavation of a basement level and the erection of a single storey rear extension. Conversion of garage for use as habitable residential space and other association alterations. The main issue associated with the construction works will be minimising the impact of construction work on local residents and the immediate highway network is kept to an absolute minimum and, in particular, identify how and where construction loading/ unloading activity can take place.

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.).

The nearest receptors are the neighbouring residential properties

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.

See Drawing 141213-01 A, attached.

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).

Start on site 10-2016 complete 09-2017, see attached construction program

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

The standard working hours are as indicated above.

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.

No changes to services are envisaged.

A detailed survey of the existing incoming services will be undertaken once on site to establish their condition & suitability for the proposed new loadings.

Community Liaison

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

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

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

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements 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.

See attached consultation letters.

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.

The contact details for the site project manager responsible for the day to day running of the site will be displayed on the site hoarding. A copy of the construction program is appended to this document.

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".

The development has been registered with the Considerate Constructors Scheme. A copy of the invoice has been provided in the appendices to this construction management plan.

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.

At the time of writing, no other anticipated or existing sites have been identified in the immediate vicinity during the programmed works, with one exception.
We are aware that No 3 Akenside Road have permission for a rear extension similar in size and scope to No 2. Please be advised that this a completely separate project and has no bearing on the works at No 2. Furthermore, to the best of our understanding it is unlikely to commence in the short to medium term and that there is no conflict with the programme of works for No 2

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:

Monaghan Homes 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 and Q18 example response).

Contracts

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

Desktop checks

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

Site checks

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

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

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 read & understood the CLOCS standard and will include the requirement in my contracts with suppliers where applicable and appropriate.

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).

Construction vehicles would approach the site from the A41 and route northbound on Fitzjohn's Avenue before turning into Lyndhurst Road. Construction vehicles would route along Lyndhurst Road, Lyndhurst Gardens and Wedderburn Road to approach the site from the south and pull up adjacent to the existing stretch of double yellow line and reverse up to the skip. Vehicles would then exit the site northbound and connect back to Fitzjohn's Avenue. A vehicle routing diagram is attached.

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.

All contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all the other terms in this plan. All traffic associated with the development will be managed by the Construction Project Manager.

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.

As there are a number of schools within close proximity of the site, construction vehicle movements will be restricted to between 9.30am to 3.pm on weekdays during term time.and between 8.00am and 1.00pm on Saturdays.

The expected construction vehicles required to access the site during construction are as follows:

- Skip lorry – approximately 6.3 m long and 2.5 m wide, approx. 2 deliveries per week with a dwell time of 15 minutes.
- Concrete lorries – these will be a standard ready mixed lorry with an approximate size of 8.4 m long by 2.4 m wide, approx. 3-5 deliveries per week during weeks 1-16 with a dwell time of 30 minutes.
- Grab lorry, approx. 8 m long x 2.5 m wide, 5 muck away collections per week during weeks 1-12 with a dwell time of 30 minutes.
- Vehicles with general building material, approx. 1 delivery per day, size as above and small vans, during weeks 2-40 with a dwell time of 20 minutes.

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

At the time of writing, no other anticipated or existing sites have been identified in the immediate vicinity during the programmed works, with one exception.
We are aware that No 3 Akenside Road have permission for a rear extension similar in size and scope to No 2. Please be advised that this a completely separate project and has no bearing on the works at No 2. Furthermore, to the best of our understanding it is unlikely to commence in the short to medium term and that there is no conflict with the programme of works for No 2

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.

All suppliers and contractors will be advised of delivery times upon appointment and at the time of booking deliveries. Any vehicles which arrive at the site outside of the planned delivery hours will be sent away and given an alternative delivery slot.

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.

Due to the relatively low volume of planned construction traffic, it is our opinion that we will not require an off-site holding area.

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).

The site project manager will investigate the potential for using construction material consolidation centres and other measures such as electric vehicles to reduce the impact of traffic associated with the development works.

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

Construction vehicles would approach the site from the A41 and route northbound on Fitzjohn's Avenue before turning into Lyndhurst Road. Construction vehicles would route along Lyndhurst Road, Lyndhurst Gardens and Wedderburn Road to approach the site from the south and pull up adjacent to the existing stretch of double yellow line and reverse up to the skip. Vehicles would then exit the site northbound and connect back to Fitzjohn's Avenue. A vehicle routing diagram is attached.

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

All vehicle movements to and from the loading area and all loading activities will be supervised by a trained banksman who will manage the interaction between construction vehicles, pedestrians and other road users.

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).

Swept path analysis showing the grab lorry stopping on the section of double yellow line adjacent to the site to collect spoil from a material storage area on the driveway is shown in drawing 141213TK04.
Swept path analysis showing a concrete mixer stopping on the section of double yellow line adjacent to the site to deliver concrete is shown in drawing 141213-TK05.
Swept path analysis showing a skip lorry delivering a skip onto the driveway is shown in drawing 141213-TK06.
Swept path analysis showing the grab lorry stopping with a section of suspended parking bay adjacent to the site to deliver to a material storage area on a platform on the front garden of the property are shown in drawing 141213-TK07.

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.

As vehicles will not access the site wheel washing facilities will not be required. However, the contractor will be responsible for cleaning the road adjacent to the site on a regular basis during construction.

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.

During muck-away a grab lorry will stop of the stretch of double yellow line adjacent to the site to collect spoil which will be stored in a material storage area on the driveway. No parking suspensions will be required during this phase of works and the arrangement is shown on drawing 141213-03.
Concrete will be delivery by concrete mixer and this vehicle will stop on the stretch of double yellow line adjacent to the site. Concrete will be pumped over the footway into the site. No parking suspensions will be required during this phase of works and the arrangement is shown on drawing
141213-04.
During the fit-out phase of the works a skip will be placed on the driveway. Swept path analysis showing a skip lorry delivering a skip onto the driveway is shown in drawing 141213-TK06. For general deliveries, a material storage area will be created on the front garden and a grab lorry will stop in a stretch of suspended parking bay adjacent to the site. Approximately 6 metres of parking bay will need to be suspended during this phase and the proposed arrangement is shown on drawing 141213-05.

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.

During general deliveries and fit out it will be necessary to suspend an approximate 6 metre stretch of parking bay adjacent to the site. The arrangement is shown on drawing 141213-05. The impact of construction traffic servicing the site and the effect it will have on local traffic will be constantly monitored and reviewed. We feel confident that our proposal not to suspend an additional bay until the front elevation scaffold has been erected and loading platform formed will lessen the effect construction traffic will have on the surrounding roads. We confirm that these proposals were discussed at a site meeting with Mr Hamilton from Camden Highways.

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).

No highway works are necessary.

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

Appropriate hoarding with lighting and signage will be provided around the site, in accordance with relevant guidance.

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).

No diversions or disruptions are anticipated.

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.

A secure hoarding will be in place at the site boundary but it will not impede on pedestrian or cycling routes. Traffic marshalls will be in place to manage the movement of vehicles and the interaction of deliveries with other highway users.

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.

No temporary structures will be installed which will overhang the public highway. A secure hoarding will be in place at the site boundary but this will not overhang the public 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.

See attached report from K P Acoustics

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.

See attached report from K P Acoustics

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

See attached report from K P Acoustics

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.

See attached report from K P Acoustics

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

NA

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

Regular inspections of the footpath and highway will be carried out by the management team and the surfaces will be cleaned by hand broom and damping down on a daily basis or when necessary.

- Internal combustion plant and vehicles will not be left running unnecessarily.
- Only well maintained delivery vehicles and plant will be used on site to minimise exhaust fumes.
- Earthworks, excavation and digging, Vegetation and cover should be removed in discrete sections and not all at once. Earthworks, excavation and digging activities should be kept damp and, if possible, be avoided during exceptionally dry weather periods.
- Handling of fine, powdery and dry materials will be planned and kept to a minimum to ensure that unnecessary handling doesn't occur, handling areas are to be kept clean and water damping methods to be employed where necessary. Material will be stored inside or under sheeting to protect from wind.
- Chutes, skips and conveyor transfer points, drop heights will be kept to a minimum and enclosed where possible, damping down to be employed generally.
- Demolition, the areas to be demolished will sprayed prior to and during demolition, careful consideration will be employed to minimise pollution, migration of dust and noise, i.e. hand or mechanical plant. Waste material will be stored and covered with sheeting and be removed from site as quickly as practically possible.
- Cutting, grinding, drilling, sawing, planning and sanding on site will be avoided where possible by prefabrication, equipment and techniques that minimise dust emissions, using best available dust suppression measures will be employed.

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.

See measures above.

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

Noise & Vibration

1. Noise arising from the works will be kept within the legal limits as defined in the Environmental Protection Act 1990.
2. Noisy operations will only take place as defined in Section 11 of this document.
3. All work will be carried out in accordance with BS 5228-1:2009 and BS 5228-2:2009. All works will employ Best Practicable Means as defined by Section 72 of the Control of Pollution Act 1972 to minimise the effects of noise and vibration. All means of managing and reducing noise and vibration which can be practicably applied at reasonable cost will be implement.

The following measures will be taken: consultation/communication with neighbours/affected others prior to the start of the works.

1. Use only of modern, quiet and well maintained equipment, all of which will comply with the EC Directives and UK regulations set out in BS 5228-1:2009.
2. Use of electrically powered hand tools rather than air powered tools that require a compressor unless particularly hard concrete or other ground obstructions are encountered. If used air powered tools and a compressor will be used for the minimum extent practicable.
3. Operating the site as a closed site, that is
    a. We will erect a hoarding at the front of the site boundary and enclose the upper floor under a scaffold system with a monoflex wrapping.
    b. Having all windows and doors closed during noisy operations within the existing building.
    c. Installing insulation in the windows and other openings at ground floor to reduce noise escaping the site.
    d. Closing openings in the building/hoarding with timber and lining insulation.
    e. Avoidance of unnecessary noise (such as engines idling between operations or excessive engine revving, no shouting).
    f. Use of screws and drills rather than nails for fixing the hoarding.
    g. Careful handling of materials, so no dropping of materials from height into skip etc.
    h. Ensuring that the conveyor is well maintained with rollers in good working order and well oiled.
    i. Isolating the neighbouring properties from vibration/breaking out work where practicable. In particular, the edges of the existing concrete slab at ground floor will be broken out first (isolating the remaining slab at ground floor) before the main part of the existing ground floor slab is removed.
    j. Collection/delivery times will be as given in the CTMP.
    k. Collection/delivery vehicles will not loiter/wait in the area before the scheduled times.
4. Vibration will be kept well below the levels that may damage buildings, given in BS 73852:1993. Vibration is largely caused by the direct transmission of impact, thus early on in the process of deciding the best method for demolition and excavation, we look for any beams or structures that are likely to carry vibration from the location of impact to the external environment, either of neighbouring houses either side or into the domain of the general public. Where possible, these vibration conductors will either be severed or dampened to reduce conductivity.
5. Prior to the main site works commencing investigatory works will be undertaken to identify where there may be vibration conductors which could impact upon the neighbouring properties. These will be cut or dampened prior to any significant demolition or excavation works.
6. Neighbours will be notified in advance of the commencement of works and thereafter regular contact maintained to monitor vibration impacts. Further targeted mitigation will be implemented to address any specific issues.

Dust

1. Dust is a major cause of concern to those in the immediate environment of any building site, particularly during dry summer periods.
2. The control of dust and emissions from construction and demolition, November 2006, Section 4.1 as a low risk site as it is:
   - Under 1,000 square metres of land.
   - Development of between one and ten properties.
   - Has potential for emissions and dust to have an infrequent impact on sensitive receptors.
3. In accordance with the guidance the following actions will be taken:
   - Barriers will be erected/maintained around dusty activities and the site boundary.
   - The site will be planned so that dusty activities are kept within the protected site boundaries where practicable.
   - Delivery/collection vehicles will switch off engines where possible.
   - Any onsite mini-digger will be thoroughly cleaned before being moved from site.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Having read through the SPG "The control of Dust & Emissions During Construction & Demolition" and considered the frame work to evaluate the potential risks, it is our opinion that the categorised works, Demolition, Earthworks. Construction and Trackout all fall under the low risk heading, thus categorising the works as "insignificant". Also, demolition is a high-risk activity, and given that the remaining works on site could be classed as "strip out" then this will reduce the risk factors.

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.

We confirm that all of the GLA's recommended measures from the SPG document have been addressed.

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.

NA

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).

No evidence of rodent activity has been noticed/recorder during regular site visits over the last 12 months.

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

See attached by AAR Environmental Ltd.

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.

- "No Smoking" signs will be displayed in all workplaces and vehicle, operatives will not be permitted to smoke in enclosed work premises or shared vehicles, a dedicated unsheltered area will be provided outside with a sand bucket for extinguishing cigarettes.
- Bad language and shouting will be dealt with by way of verbal and written warnings by the site manager, if an operative continues with unsociable behaviour they will be removed from site

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

See attached appointed plant hire's list of accreditations.

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 (7th November 2016 – 15th September 2017)
b. Is the development within the CAZ? (N)
c. Will the NRMM with net power between 37kW and 560 kW meet the standards outlined above? (Y)
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.
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. (Y)
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. (Y)

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: 19th October 2016

Print Name: Kevin Monaghan

Position: Director

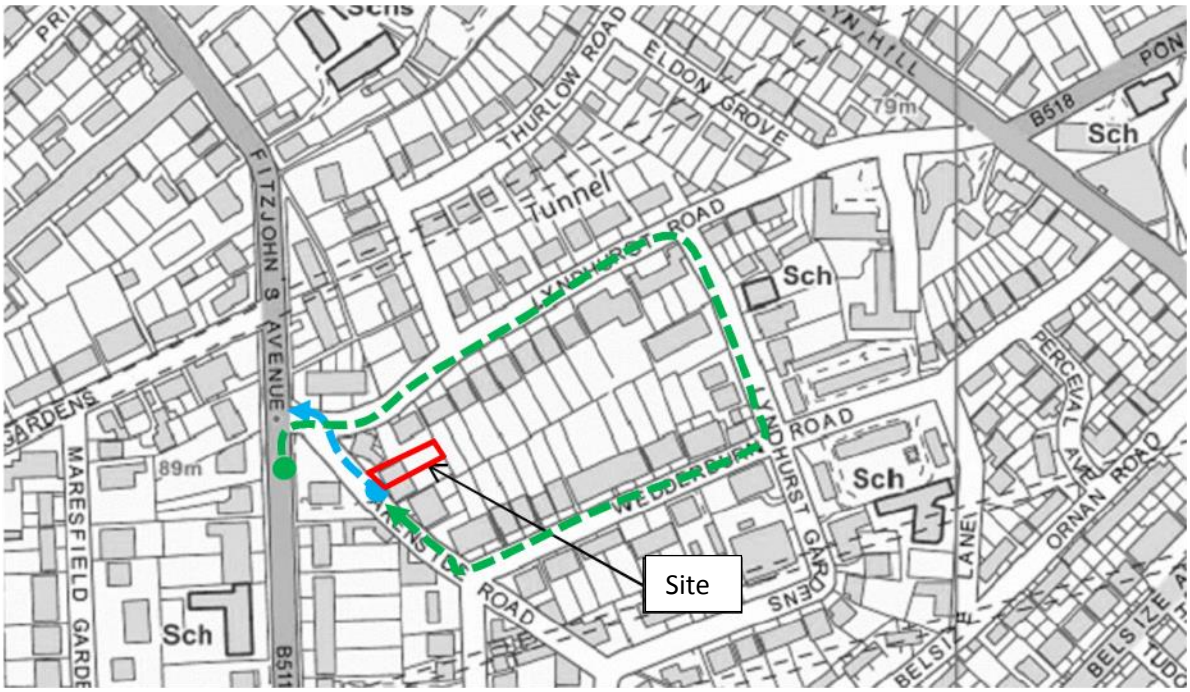
Please submit to: planningobligations@camden.gov.uk

End of form.

Arrivals

Departures

north

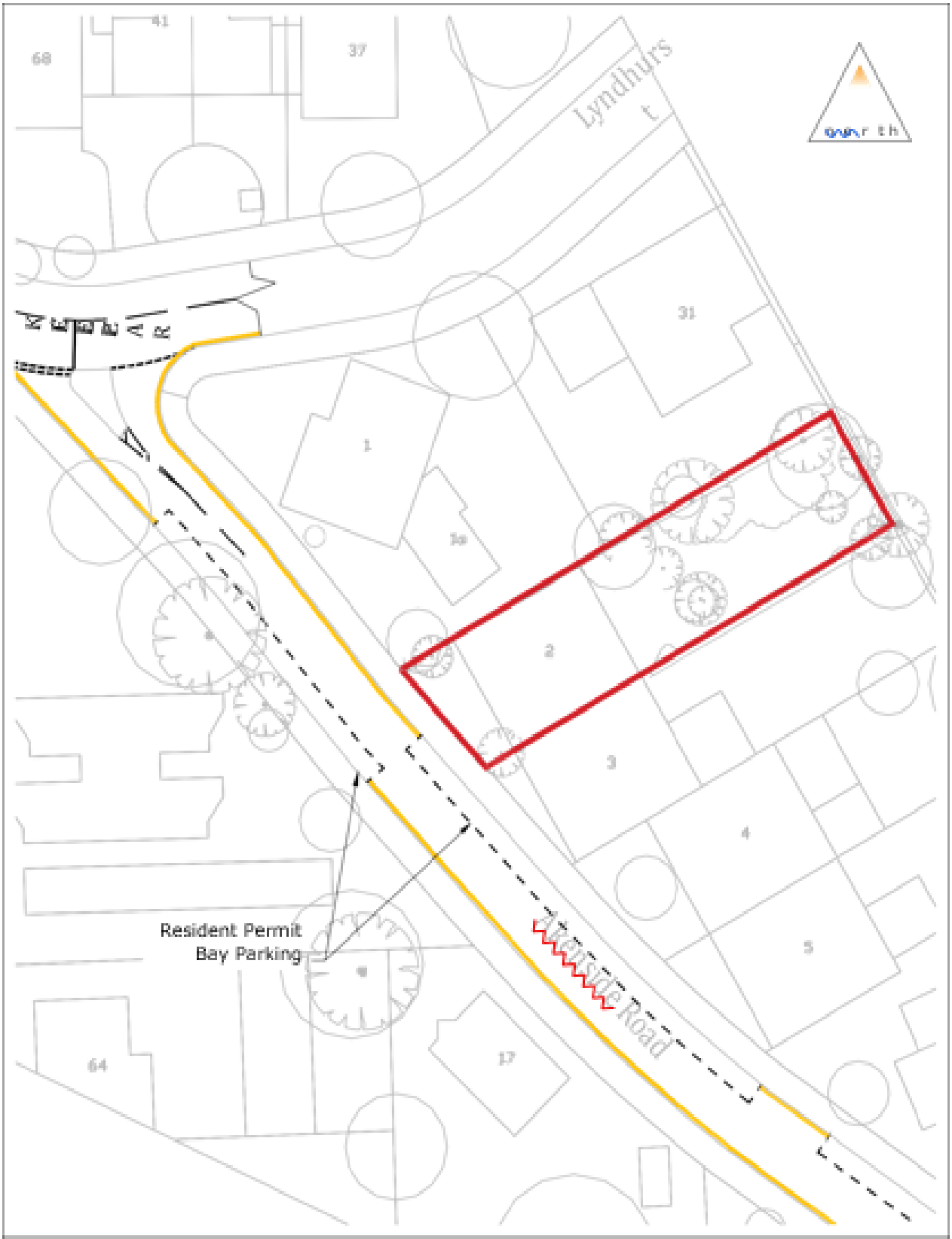


motion

2 Akenside Road
London Borough of Camden

Construction Vehicle Access Routes

Not to Scale



motion

84 North Street
Guildford
Surrey
GU1 4AU

Dobbin Cross House
8 Duncannon Street
London
WC2N 4JF

T: 01483 531 300

T: 020 7031 8141

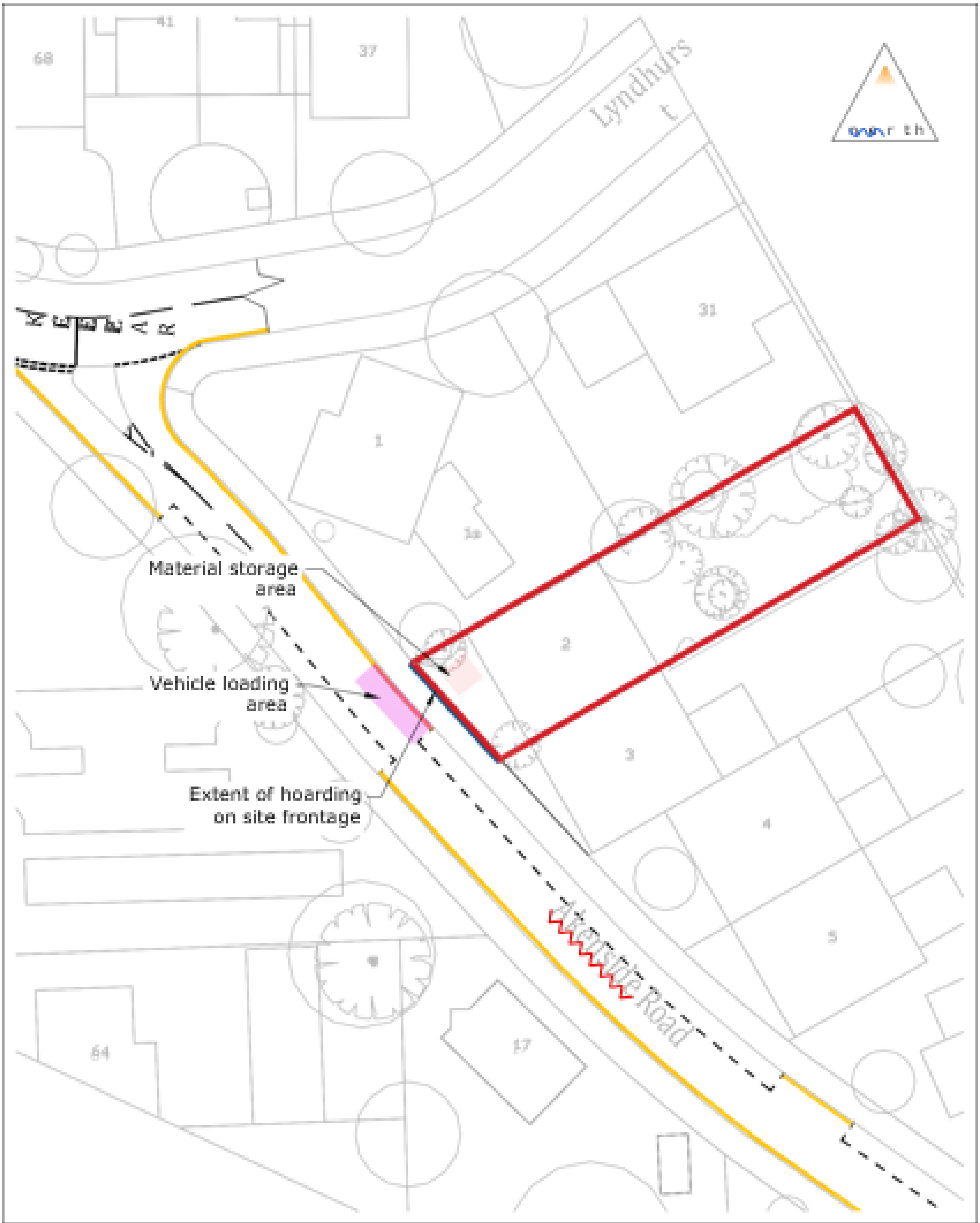
Project:
2 Akenside Road

Title:
Existing Highway Arrangement

Scale: 1:500 @ A4

Drawing No: 141213-01

Revision: A



motion

84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 7031 8141

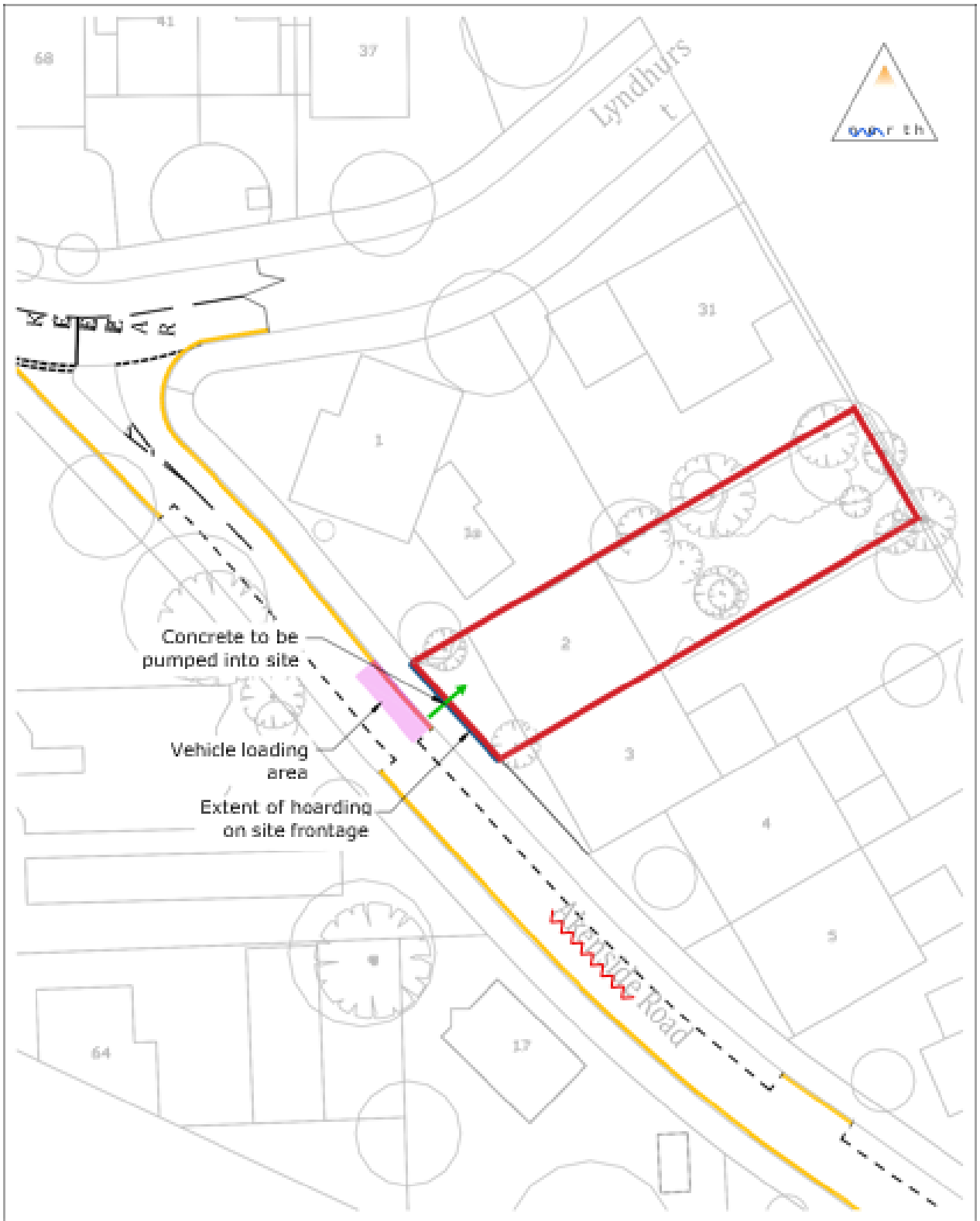
Project:
2 Akenside Road

Title:
Proposed Temporary Construction Arrangement - Muck Away

Scale: 1:500 (@ A4)

Drawing:

Revision:



motion

84 North Street
Guildford

Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street

London
WC2N 4JF

T: 01483 531 300

T: 020 7031 8141

Project:
2 Akenside Road

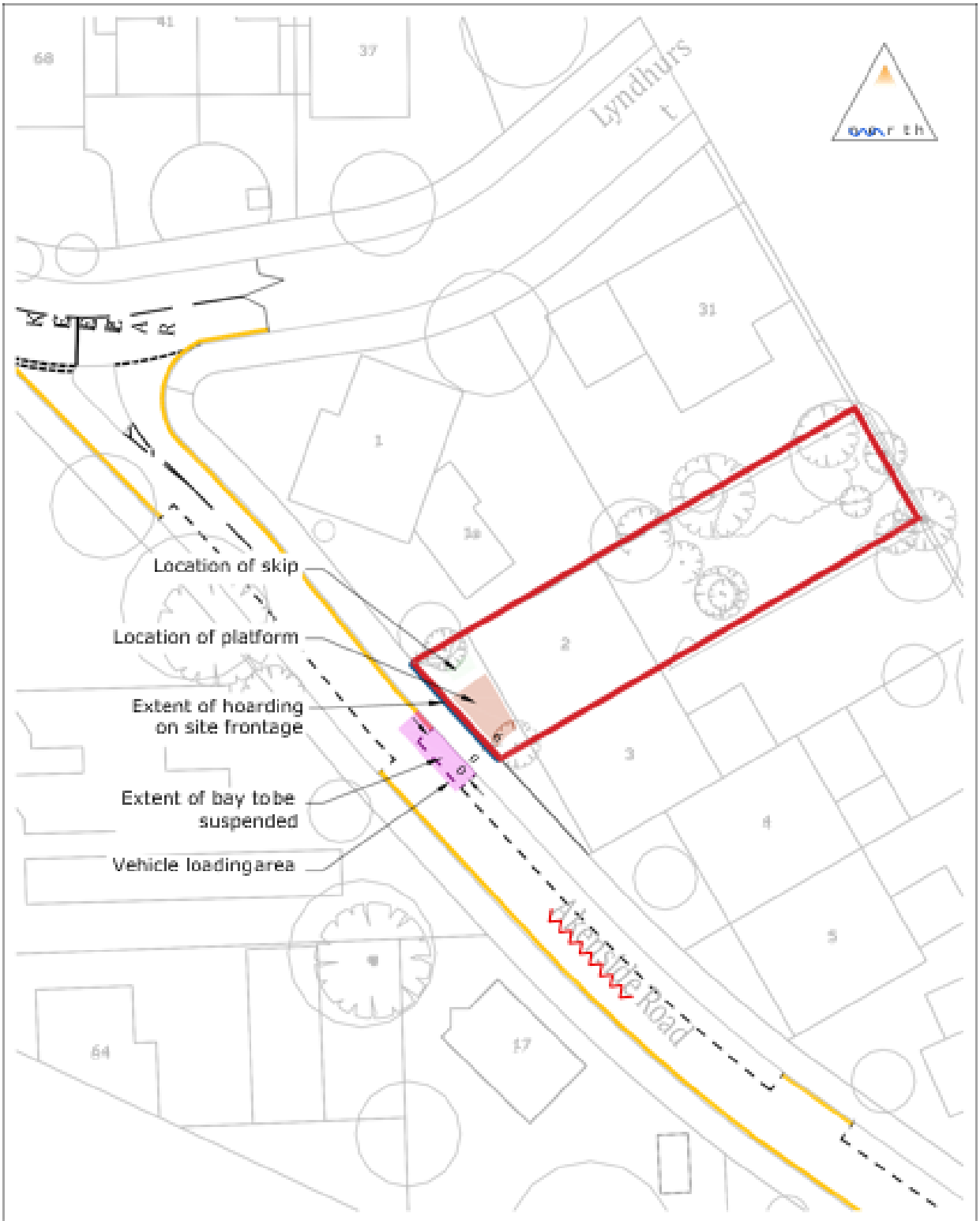
Title:
Proposed Temporary Construction Arrangement - Concrete Mixer

Scale: 1:500 @ A4

Drawing No:

Revision:

www.motion



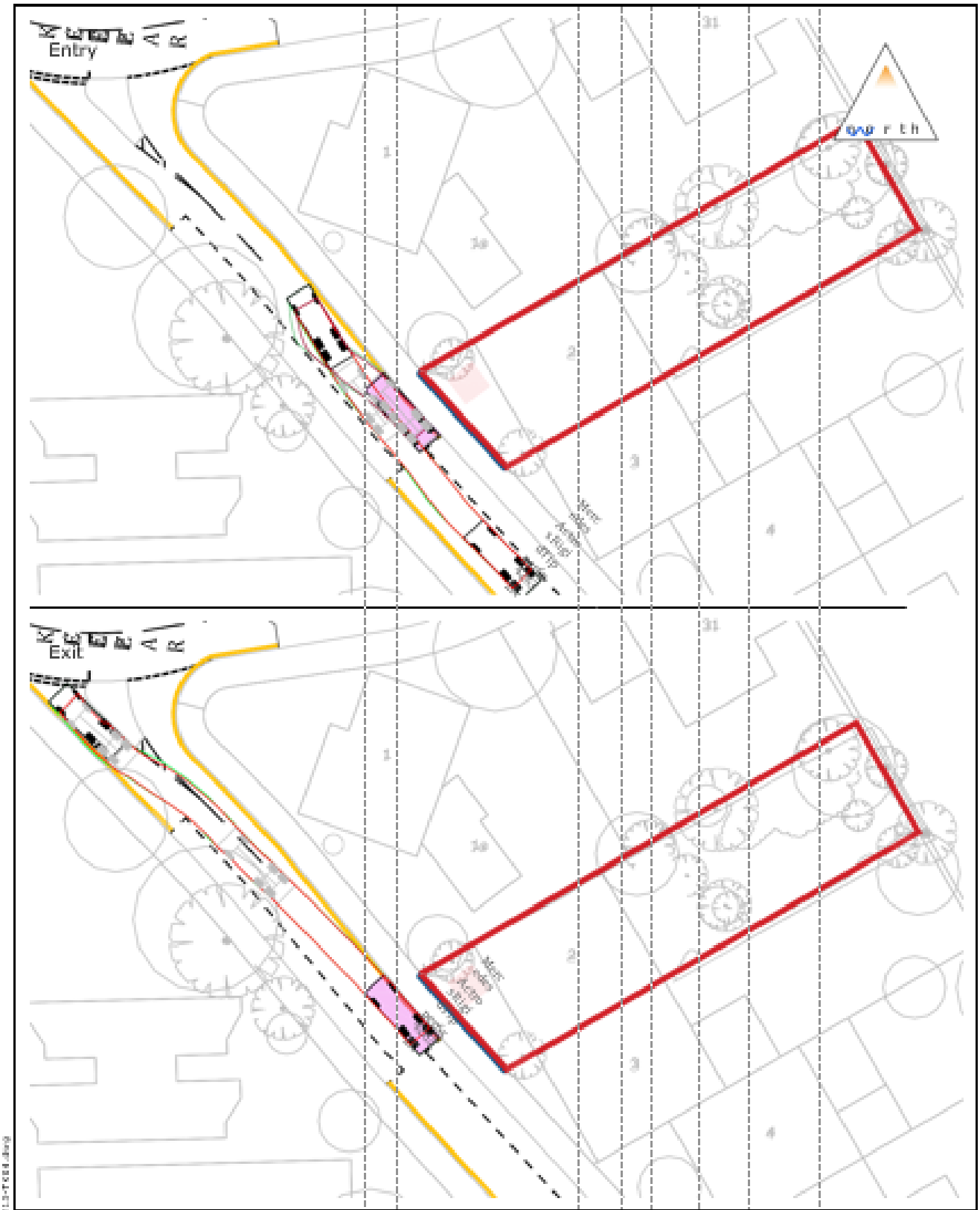
motion

Project:
2 Akenside Road

Title:
Proposed Temporary Construction Arrangement - Skip & Delivery

Scale: 1:500 (@ A4)

Drawing No: Revision:



motion

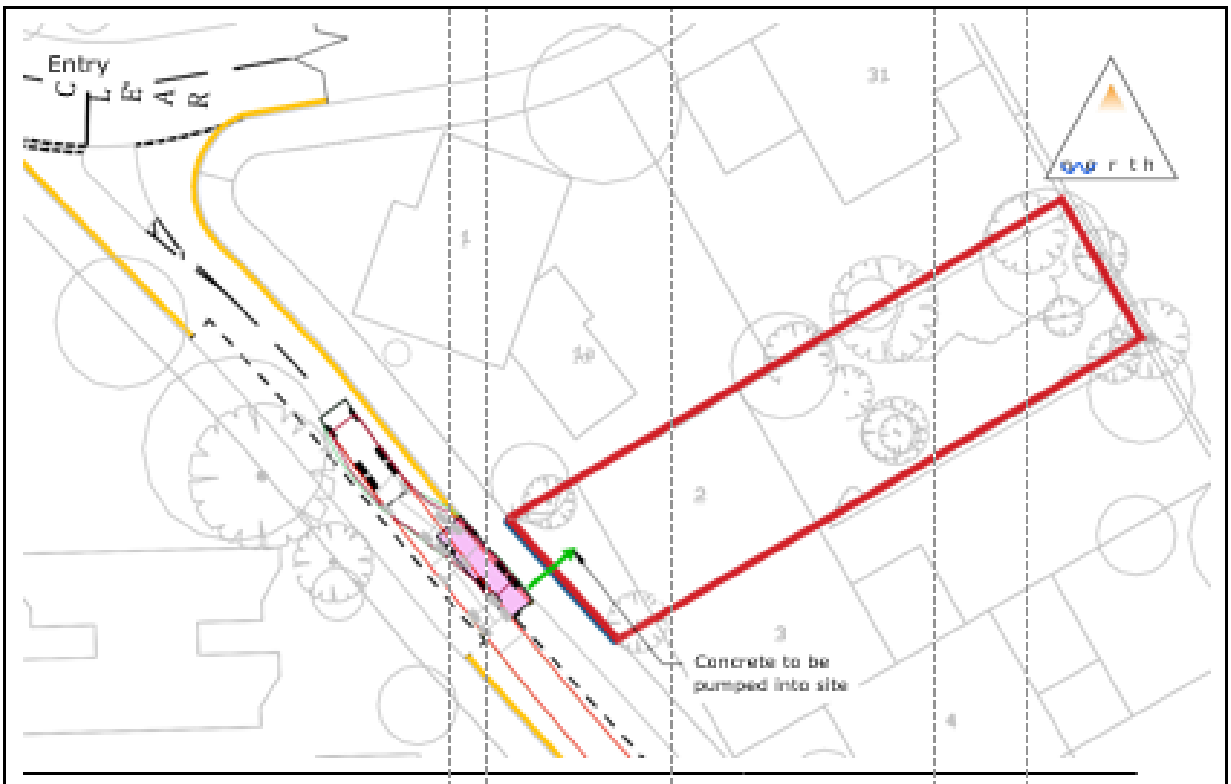
Project:
2 Akenside Road

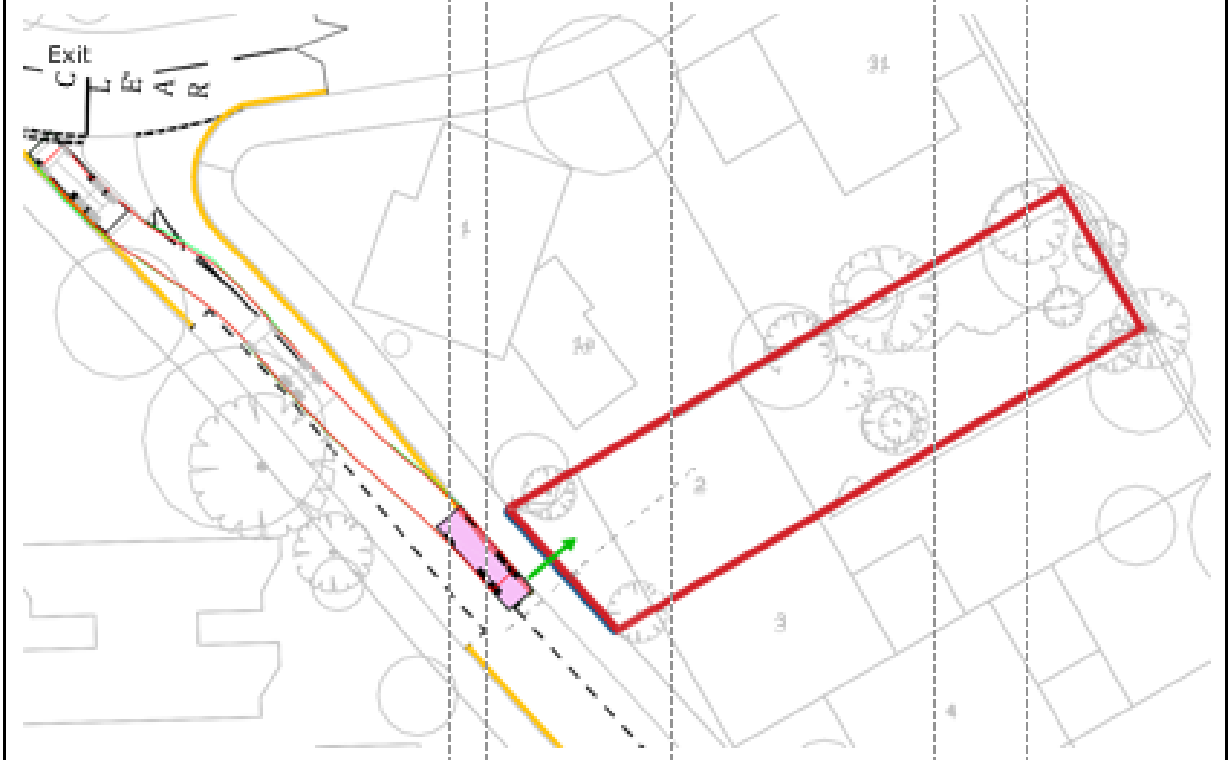
Title:
Swept Path Analysis
Grab Lorry

Scale: 1:500 (@ A4)

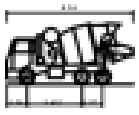
Drawing:
141213-TK04

Rev:
-





motion



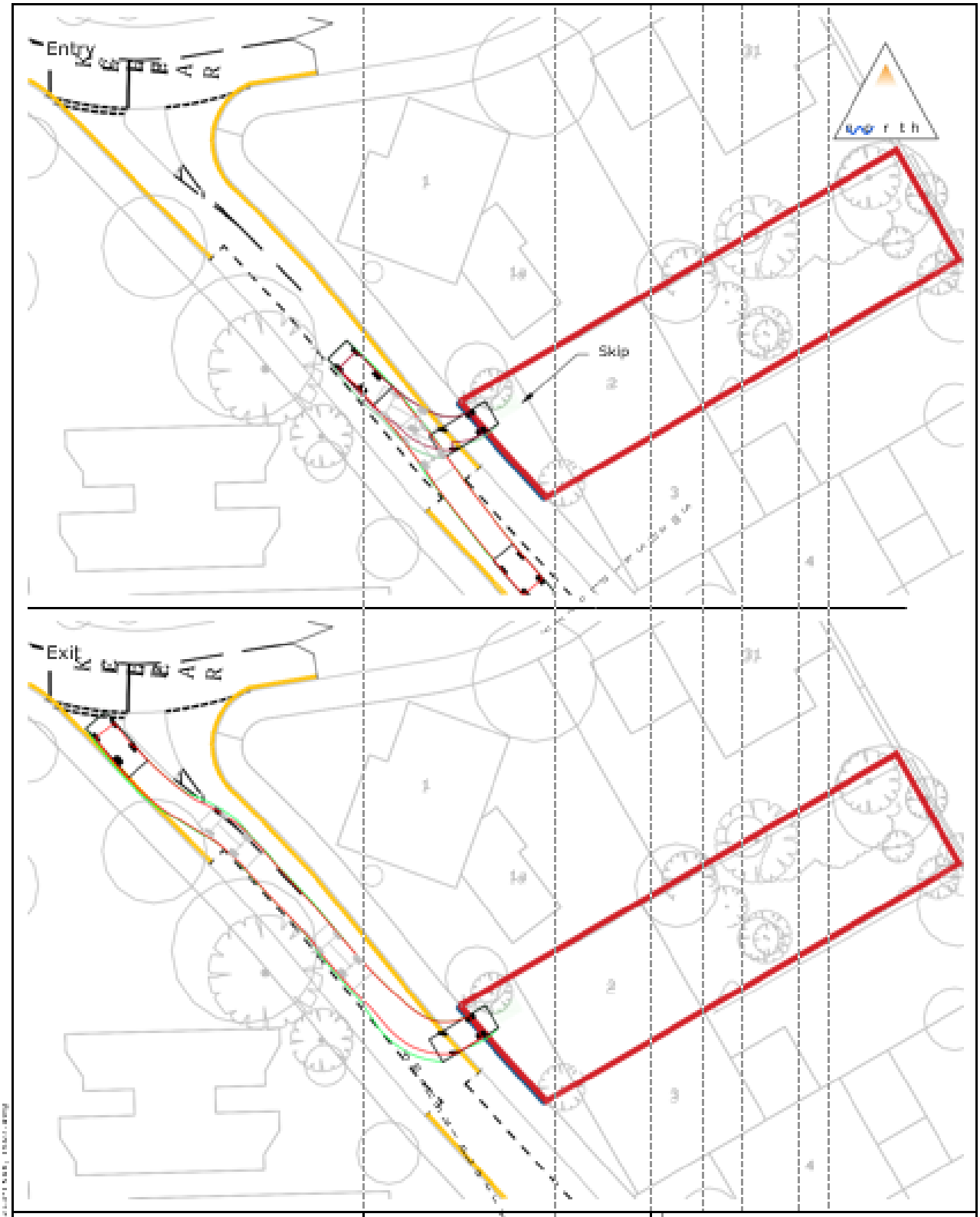
Project:
2 Akenside Road

Title:
Swept Path Analysis
Concrete Mixer

Scale: 1:500 (@ A4)

Drawing:
141213-TK05

Revision:
-



motion

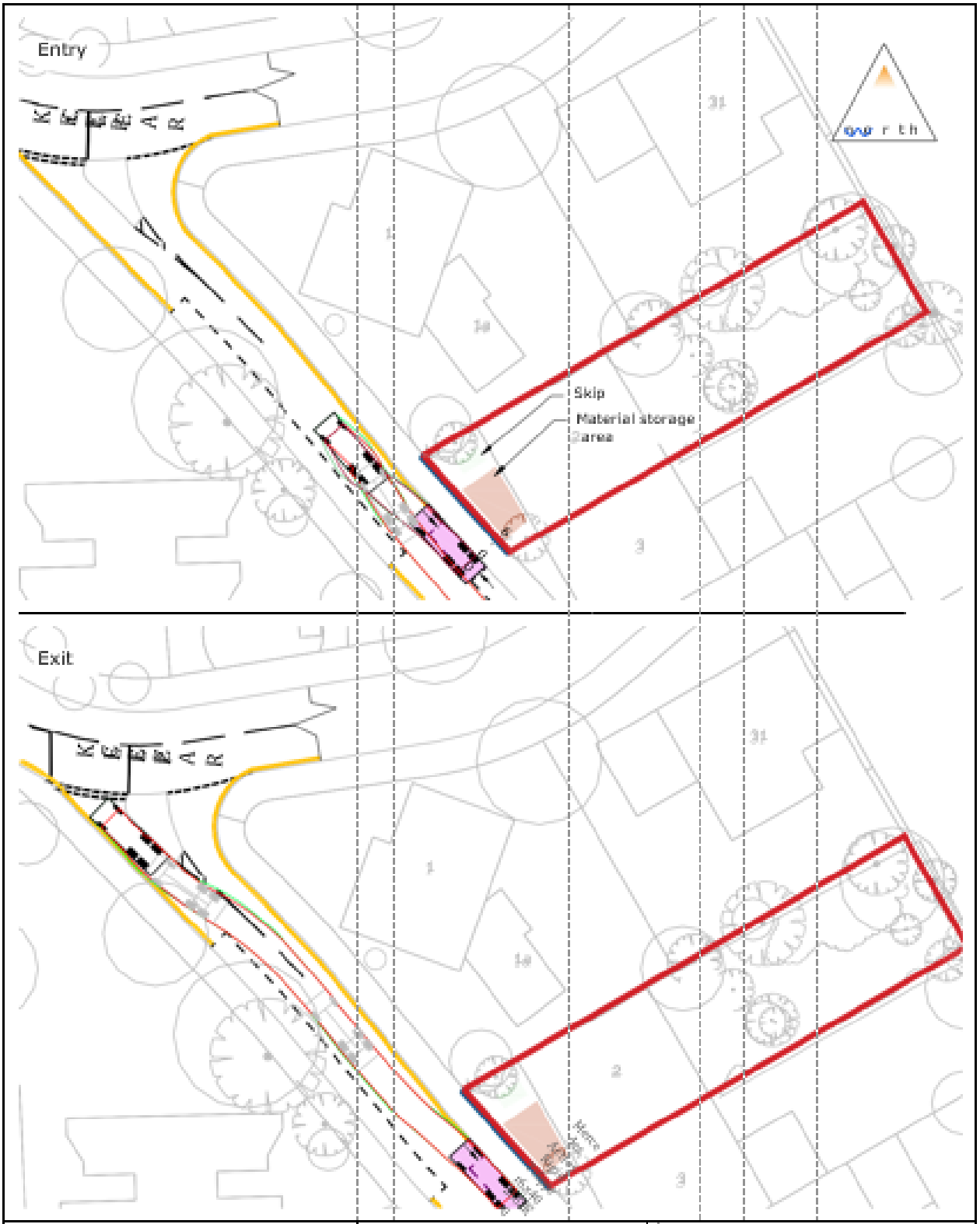
Project:
2 Akeside Road

Title:
Swept Path Analysis
Small Skip Lorry

Scale: 1:500 @ A4

Drawing: 141213-TK06

Rev: -



motion

2 Akeside Road

Swept Path Analysis
Grab Lorry

(@ A4)

141213-TK07

-

Monaghan Homes Ltd
Start date, Post Planning 11-2016
Construction Program 46 weeks
Completion date 09-2017

2 Akenside Road, London NW3 5BS

POST PLANNING

REF	TASK/TRADE	W1	W2	W3	W4	W5	W6	W7-8	W9	W10	W11	W12	W13	W14	W15	W16	W17	W18	W19	W20	W21	W22	W23	W24	W25	W26	W27	W28	W29	W30	W31	W32	W33	W34	W35	W36	W37	W38	W39	W40	W41	W42	W43	W44	W45	W46
	POST PLANNING																																														
1	SITE PREP, FORM CONTIGUIOUS PILES & CAPPING BEAM	1																																												
2	REDUCE DIG, UNDER PINNING, BASEMENT SLAB & SRUCTURAL WALLS			2				Xmas																																						
3	FOUL & SURFACE WATER DRAINAGE										3																																				
4	STRUCTURAL STEELWORK TO GROUND FLOOR & TIMBER JOISTS											4																																		
5	PROP & PIN EXISTING LOAD BEARING WALLS											5																																		
6	DEMOLISH REMAINING LOAD BEARING WALLS												6																																	
7	STRUCTURAL STEELWORK TO GROUND & UPPER FLOORS													7																																	
8	FLOOR JOIST ALTERATIONS & STRUCTURAL FLOORS													8																																	
9	ERECT SCAFFOLD													9																																	
10	SUPERSTRUCTURE BRICKWORK TO GF EXTENSION														10																																
11	ROOF STRUCTURE & COVERINGS TO GF EXTENSION																11																														
12	LIGHTWEIGHT NON LOAD BEARING PARTITIONS														12																																
13	MAIN ROOF WORKS, TILING/INSULATION/GUTTERING															13																															
14	BRICKWORK ALTERATIONS																14																														
15	REPLACE EXISTING WINDOWS & DOORS																		15																												
16	DISMANTLE SCAFFOLD																				16																										
17	TANKING TO BASEMENT																			17																										
18	NEW INCOMING SERVICES, LAY DUCT WORK ETC																					18																								
19	EXTERNAL WORKS																					19																								
20	CRITTALLEXTERNAL DOOR SETS.																				20																										
21	FALSE CEILING FRAMING																21																														
22	1st FIX ELECTRICAL																		22																												
23	1st FIX PLUMBING AND HEATING																		23																												
24	1st FIX MECHANICAL																			24																												
25	TACKING, INSULATION, PLASTERINGING & SCREEDING																				25																										
26	CORNICE																							26																						
27	APPLY 1 MIST COAT TO WALLS & CEILINGS																									27																				
28	2nd FIX CARPENTRY, SKIRTINGS, DOORS ETC																										28																				
29	2st FIX ELECTRICAL																											29																			
30	2st FIX PLUMBING AND HEATING																											30																			
31	2st FIX MECHANICAL																												31																		
32	WATER PROOFING & TILING TO WET AREAS																													32																	
33	TIMBER FLOORING																													33																	
34	WARDROBES, FITTED FURNITURE																															34																
35	MAIN KITCHEN & BASEMENT UTILITY																																35															
36	STAIRCASE'S																																	36													
37	MAIN DECORATION																																		37			37								
38	CLEAN																																								38					
39	SNAGGING, TESTING, COMMISSIONING																																							39						
40	BUILDING MANUAL																																											40	
41	FINAL CLEAN, HANDOVER																																													41

Vintec

UKAS TESTING 1249

The Hazardous Waste Regulations 2005:
Consignment Note

9838

Environment Agency

PART A Notification details

1 Consignment note code: EXEAR2/00046

2 The waste described below is to be removed from

2 Arkonside Road
Camden
NW3 5BS

3 Premises code (where applicable):

4 The waste will be taken to (name, address and postcode):

AAR Environmental Ltd
Unit 12 Langley Wharf, Railway Terrace
Kings Langley, Herts, WD4 8JE

5 The waste producer was (if different from 2)

AAR

PART B Description of the waste

1 The process giving rise to the waste(s) was: asbestos removal

2 SIC for the process giving rise to the waste: 45.25/

3 WASTE DETAILS (where more than one waste type is collected all of the information given below must be completed for each EWC identified)

Description of waste	List of wastes (EWC code)(6 digits)	Quantity (kg)	The chemical/biological components in the waste and their concentrations are: Component	Concentration (% or mg/kg)	Physical form (gas, liquid, solid, powder, sludge or mixed)	Hazard code(s)	Container type, number and size
Bonded	170605	180	Asbestos	< 1 %	SOLID	H6 / H7	Bagged

The information given below is to be completed for each EWC identified

EWC code	UN identification number(s)	Proper shipping name(s)	UN class(es)	Packing group(s)	Special handling requirements
170605	not dangerous for road transport				

PART C Carrier's certificate

(If more than one carrier is used, please attach schedule for subsequent carriers. If schedule of carriers is attached, tick here ☐)

I certify that I today collected the consignment and that the details in A2, A4 and B3 are correct and I have been advised of any specific handling requirements.

Where this note comprises part of a multiple collection the round number and collection number are:

/

1 Carrier name: **AAR Environmental Ltd**
Unit 12 Langley Wharf, Railway Terrace
Kings Langley, Herts, WD4 8JE

2 Carrier registration no. CB/EP3197SM

3 Vehicle registration no.: WG64 EGD

Signature

Date 8/4/2015 Time 16:00

PART D Consignor's certificate

I certify that the information in A,B and C has been completed and is correct, that the carrier is registered or exempt and was advised of the appropriate precautionary measures. All of the waste is packaged and labelled correctly and the carrier has been advised of any special handling requirements.

I confirm that I have fulfilled my duty to apply the waste hierarchy as required by Regulation 12 of the Waste (England and Wales) Regulations 2011.

1. Consignor name: Simon Banks

On behalf of **AAR Environmental Ltd**
Unit 12 Langley Wharf,
Railway Terrace
Kings Langley,
Herts, WD4 8JE

Signature

Date 8/4/2015 Time 16:00

PART E Consignee's certificate (where more than one waste type is collected all of the information given below must be completed for each EWC)

Individual EWC code(s) received	Quantity of each EWC code received (kg)	EWC code accepted/rejected	Waste management operation (R or D code)
170605	Approx 180	Accepted	D15

1 I received this waste at the address given in A4 on: Date 08/04/2015 Time 16:00

2 Vehicle registration no.: WG 64 EGD

3 Where waste is rejected please provide details:

Name: A-HEATH

On behalf of: **AAR Environmental Ltd**
Unit 12 Langley Wharf, Railway Terrace

ASB NNLW1 - Notification of non-licensed asbestos work

Contact details

Name	Mr Nicholas Davies
Organisation Name	AAR Environmental Ltd
Email	averil@aar.co.uk
Telephone number	01923 260043
Your address	Unit 12 Langley Wharf Railway Terrace KINGS LANGLEY Herts WD4 8JE
Location of work site	2 (J9838) Arkenside Road Camden LONDON NW3 5BS

About the asbestos

Asbestos Type	Asbestos cement (substantially degraded only)
Details (if Other Type selected)	

Estimated quantity	20 Sq.Mtrs.
No. of workers involved	3
Start date	08/04/2015
Duration for the work	Day
Activity and process involved	To remove and dispose of asbestos cement panels from garage ceiling.

Measures taken
Workers trained in control measures
Use of Class H vacuum
Use of FFP3 respirator or equivalent and disposable overalls

Use of non-powered hand tools and wetting methods Dust containment e.g. enclosure
Details of other measures taken:
Enforcing Authority
HSE is the enforcing authority for the work location
Local Authority in which the work is being carried out
Camden, London, England

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UKAS TESTING 1249

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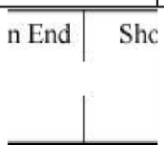
UKAS TESTING 1249

DETAILS

DECONTAMINATION UNIT CLEARANCE CERT		
Lab reference: J016840/AD02	Date: 08 Apr 2015	Issue Num 1

Contractor: AAR Environmental Ltd.	Site Address: J9838 - 2 Arkenside Road London NW3 5BS
DCU Manufacturer & Serial Number: SMH D27	

DIAGRAM OF DCU



PART 1 - VISUAL INSPECTION OF THE DCU

DCU is free of asbestos waste, debris, used PPE & RPE:	Yes	Interior surfaces are dry & free from settled dust:	Yes
Comments: Suitable for air monitoring			

PART 2 - CLEARANCE AIR MONITORING INSIDE THE DCU

(To be read in conjunction with 'Determination of Airbirne Fibre Concentrations' sheet)

Floor areas of dirty end & shower combined:	5	Number of samples taken:	2
Disturbance type:	Brushing	Air mover off & sealed:	Yes
Visual inspection duration (min):	5 mins	Clearance indicator of <0.01 f/ml achieved:	PASSED
Total time of brush disturbance:			1.5 mins
Comments: Air monitoring satisfactory <0.01f/ml			

INSPECTION SUMMARY Stage	Finish Date	Finish Time	Result
1 - Thorough visual inspection.	08 Apr 2015	11:55	PASSED

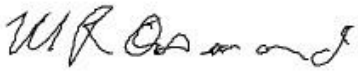
2 - Clearance Air monitoring inside the DCU.	08 Apr 2015	12:50	PASSED

INSPECTION CONCLUSION

PASSED

ISSUED & RECEIVED BY

Certificate Issued By:		Certificate Received By:	
Name:	Russell Price	Name:	Mick Orsmond
Time:	12:51	Time:	12:51
Date:	08 Apr 2015	Date:	08 Apr 2015

Signature:		Signature:	

Building Research Establishment, Bucknalls Lane, Watford, Herts, WD25 9XX

Tel: 01923 661144 Fax: 01923 661115 Email: info@vinteclabs.com Web: www.vinteclabs.com Issue Number: 14 Issue Date: 31 Mar 2015

CERTIFICATE OF REOCCUPATION – DETERMINATION OF AIRBORNE FIBRE CONCENTRATION

Lab reference:	Date:	Issue Number:	Page:
J016840/AD02	08 Apr 2015	1	2 of 2

Time on site:	11:37	Fibre counting location:	Mobile Lab
Temperature (^{o}C):	16.2	Pressure (MB):	1025
Microscope centred:	YES	NPL Test slide band 5/6:	YES
Eyepiece graticule (µm):	100	Exposed filter diameter (mm):	22.0
Field blank taken:	YES	Field blank counted:	NO

Pump No.	Head No.	Field Reference	Sample Location	Start		End			Mean Flow (litres/min)	Total Test Duration (mins)	Total Volume (litres)	Fibres	Fields	Fibre Concentration (fibres/ml)
				Time	Flow (litres/min)	Time	Flow (litres/min)							
167	RP04	AD001544	Shower/Dirty end of DCU	11:56	14.2	12:32	14.3	14.3	36		513	3.5	200	< 0.01
N/A	RP05	AD001547	Field Blank	N/A	N/A	N/A	N/A	N/A	N/A		N/A			Field Blank

As per 'HSG248' and our in House procedures P004, P005, P006 & P009

The current control limit for the most common airborne asbestos fibres is 0.1 fibres/ml of air averaged over a continuous period of four hours. This is the maximum allowed exposure. At all times the concentration of fibres in the atmosphere must be kept as low as reasonably practicable and for clearance purposes following completion of asbestos removal works a concentration of less than 0.01 fibre/ml should be achieved. VEM is a participant in R.I.C.E with current satisfactory classification. Any comments, opinions, or interpretations expressed herein are outside the scope of our UKAS accreditation (accreditation number 1249), and are subjective comments only whose accuracy we do not guarantee and which should be verified by the client.

Analyst:
Russell Price

Signature:

Building Research Establishment, Bucknalls Lane, Watford, Herts, WD25 9XX

Tel: 01923 661144 Fax: 01923 661115 Email: info@vinteclabs.com Web: www.vinteclabs.com

Issue Number: 14 Issue Date: 31 Mar 2015

OB

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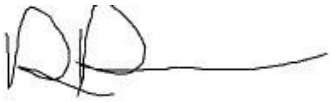
JOB DETAILS			
Lab reference: J016840/AD01 D	Date: 08 Apr 2015	Issue Number: 1	Page: 1 of 3

Client: AAR Environmental Ltd.	Contractor: AAR Environmental Ltd.
Site Address: J9838 - 2 Arkenside Road London NW3 5BS	Location of Works: Garage
Nature of Works: Reassurance air monitoring following removal of asbestos cement :eiling panls.	
COMMENTS: Air monitoring satisfactory <0.01f/ml	
Analyst: Russell Price	Signature: 
Comments read and agreed by: Mick Osbourne	Signature: 

Building Research Establishment, Bucknalls Lane, Watford, Herts, WD25 9XX

Tel: 01923 661144 Fax: 01923 661115 Email: info@vinteclabs.com Web: www.vinteclabs.com

Issue Number: 5 Issue Date: 23 Aug 2012

CERTIFICATE OF REOCCUPATION – DETERMINATION OF AIRBORNE FIBRE CONCENTRATION			
Lab reference: J016840/AD01	Date: 08 Apr 2015	Issue Number: 1	Page: 2 of 3

Vintec

UKAS TESTING 1249

Time on site:	11:37	Fibre counting location:	Mobile Lab
Temperature (^{O}C):	16.2	Pressure (MB):	1025
Microscope centred:	YES	NPL Test slide band 5/6:	YES
Eyepiece graticule (µm):	100	Exposed filter diameter (mm):	22.0
Field blank taken:	YES	Field blank counted:	NO

Pump No.	Head No.	Field Reference	Sample Location	Start		End	Mean Flow	Total Test Duration	Total Volume (litres)	Fibres	Fields	Fibre Concentration (fibres/ml)
				Time	Flow (litres/min)	Time	(litres/min) Flow (litres/min)	(mins)				
164	RP01	AD001542	Garage	11:47	14.2	12:22	14.0	14.1	35	494	4	200	< 0.01
165	RP02	AD001543	Garage	11:47	14.2	12:22	14.2	14.2	35	497	7	200	< 0.01
N/A	RP03	AD001546	Field Blank	N/A	N/A	N/A	N/A	N/A	N/A	N/A			Field Blank

As per 'HSG248' and our in House procedures P004, P005, P006 & P009

The current control limit for the most common airborne asbestos fibres is 0.1 fibres/ml of air averaged over a continuous period of four hours. This is the maximum allowed exposure. At all times the concentration of fibres in the atmosphere must be kept as low as reasonably practicable and for clearance purposes following completion of asbestos removal works a concentration of less than 0.01 fibre/ml should be achieved. VEM is a participant in R.I.C.E with current satisfactory classification. Any comments, opinions, or interpretations expressed herein are outside the scope of our UKAS accreditation (accreditation number 1249), and are subjective comments only whose accuracy we do not guarantee and which should be verified by the client.

Analyst:
Russell Price

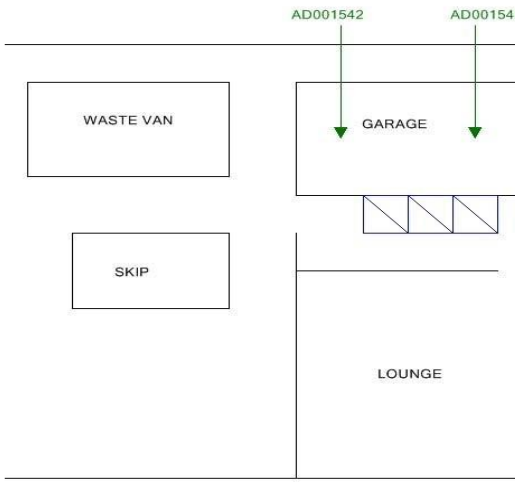
Signature:

Building Research Establishment, Bucknalls Lane, Watford, Herts, WD25 9XX

Tel: 01923 661144 Fax: 01923 661115 Email: info@vinteclabs.com Web: www.vinteclabs.com

Issue Number: 5 Issue Date: 23 Aug 2012

CERTIFI	CATE OF REOCCUPATION: SITE PLAN		
Lab reference: J016840/AD01	Date: 08 Apr 2015	Issue Number: 1	Page: 3 of 3



Analyst: Russell Price	Analyst Signature:

Vintec

UKAS TESTING 1249

Tel: 01923 661144 Fax: 01923 661115 Email: info@vinteclabs.com Web: www.vinteclabs.com Issue Number: 5 Issue Date: 23 Aug 2012

METHOD STATEMENT FOR REMOVAL / DISPOSAL OF ASBESTOS CEMENT CEILINGS

Client: **Monaghan Homes**

Site: **2 Arkenside Road**
Camden
NW3 5BS

Planned Date: 08/04/2015

Ref: J9838/ND/OW

This work has been assessed as notifiable in accordance with the Control of Asbestos Regulations 2012. Notification of the work will be made using Form ASB NNLW1 submitted to HSE electronically prior to work starting.

Work Area

Inform other personnel as to the nature of the work. Define work area with polythene and tape. Erect warning signs. This is to discourage unauthorised entry into work area. Seal lathe and plaster ceilings from below and above if necessary, with polythene and tape. Install three stage air lock. A bag lock will not be utilised as we are restricted for space in the hallway.

Access

Access requirements have been assessed by AAR and this will be via: ladder and mobile tower. Ladder to be used at lower levels.

RPE / PPE

Disposable Type 5 / 6 coveralls, gloves, and P3 dust respirators will be worn. AAR personnel may wish to use full or half face respirators for removal of ceilings.

Removal Procedures

Asbestos Cement Ceiling

Spray a/c panels with water/surfactant mix. Remove a/c panels complete (if possible) using hand tools and immediately bag/wrap. Clean stripped substrate i.e. de-nail timbers.

If cables are found to be hanging down after removal of ceilings, temporarily tape these to joists to avoid a trip hazard and inform head office. There is one strip light which has been isolated by our client. This will be removed and bagged as waste.

All waste should be double bagged/sealed in approved asbestos waste sacks.

Final Clean

With all waste bagged/removed, clean all surfaces by vacuuming ('H' type) and / or wiping clean. Conduct thorough visual check of all surfaces and work area.

Disposal

Waste to be transported via our vehicle to AAR transfer station in Kings Langley. AAR are a registered waste carrier and all asbestos waste movements are to be via consignment note(s).

Anticipated Fibre Levels

These are not expected to exceed 0.08 fibres / cm^3.

Air Monitoring / em10 Statement of cleanliness after textured coating removal

Vintec (UKAS Accredited) have been contracted to carry out reassurance air tests upon completion

Operative Training

All operatives conducting this work are suitably trained and experienced in this field.

Washing Facilities

☒ A bucket of water / cloths / spray bottle will be provided.

☐ A mobile washing unit is provided.

☒ A mobile DCU will also be provided.

Site Risks

Site risks are outlined on the Assessment sheet attached.

AAR Personnel carrying out work

Barrie Davies (Supervisor)
Michael Orsmond (Supervisor)
Anthony Johnson (Operative)

Signed:

Oliver Welton– Asbestos Compliance Manager
For AAR Environmental Ltd.
Date: 07/04/2015

AAR Environmental Limited
Head Office:
Unit 12, Langley Wharf,
Railway Terrace,
Kings Langley,
Hertfordshire WD4 8JE
Tel: +44 (0) 1923 260 043
Fax: +44 (0) 1923 260 478
E-mail: info@aar.co.uk
www.aar.co.uk

Diane Mossl
3b Akenside Road
London
NW3 5BS

18th October 2016

Dear Diane Moss,

2 Akenside Road, London, NW3 5BS
Construction Management Plan

We are writing to you with regard to the Construction Management Plan (CMP) relating to the proposed development at 2 Akenside Road. Planning consent was recently granted for the excavation of a basement level at the property, erection of a single rear extension and conversion of the garage for use as residential space. (Planning Ref: 2015/0851/P).

We are preparing a Construction Management Plan in relation to the works and would like to take this opportunity to seek your views on the strategy that will be implemented to minimise the effect of the proposals during the construction works. Construction vehicles will need to stop on the carriageway outside the frontage of the property to deliver and collect materials. A delivery strategy has been developed which seeks to minimise the need for using on-street parking bays adjacent to the site during construction but one parking bay will need to be suspended during part of the construction works to facilitate deliveries. Traffic marshalls will be employed to manage the movement of construction vehicles and the loading/ unloading of materials during the works.

Construction vehicles will be directed to approach the site from the A41 and route northbound on Fitzjohn's Avenue before turning in Lyndhurst Road. Construction vehicles would route along Lyndhurst Road, Lyndhurst Gardens and Wedderburn Road to approach the site from the south and pull up adjacent to the property. Construction vehicles would either stop on the stretch of double yellow line adjacent to the property or within the suspended parking bay adjacent to the property and, as such, would not block vehicles passing the site. Vehicles would then exit the site northbound and connect back to Fitzjohn's Avenue.

A hoarding will be placed around the site to keep it secure and contain any construction material within the site. Contact details of the Construction Project Manager will be displayed on the hoarding to provide a point of contact for any queries or complaints. The contacts details for the Construction Project Manager are as follows:

Mr N Toumazou, 07709 244318, email nicktoumazou@msn.com

A copy of the CMP is appended to the letter and if you have any comments relating to strategy proposed, please contact me via monaghanhomes@aol.com or send your comments to the address at the head of this letter within 14 days of the date of this letter.

Yours sincerely,

Mr K T Monaghan
Monaghan Homes Ltd

KP Acoustics Ltd
Britannia House
11 Glenthorne Road
London
W6 0LH

Tel: +44(0)208 222 8778
Fax: +44(0)208 222 8575
Email: info@kpacoustics.com
www.kpacoustics.com

14 October 2016

Ref: 15058.CMP.01

Kevin Monaghan
Monaghan Homes Ltd

By email to: Monaghanhomes@aol.com

Dear Mr Monaghan

15058: 2 AKENSIDE ROAD, LONDON - CONSTRUCTION MANAGEMENT PLAN

Further to our review of all information related to the proposed works at the above site, we are pleased to provide the following summary.

The main target of this review is to calculate and assess the predicted noise levels due to works at the above site. Information with regards to in-situ noise emissions has been used from the relevant Standard (BS5228) regarding similar items that may be used in the process, such as concrete pumps, scaffolding lorries, etc. Table 1 shows predicted noise levels without/with mitigation measures, such as localised screening, site hoardings, temporary screens around items during works, careful location of fixed items of plant so that they are well screened, attenuators on fixed plant, etc.

	BS5228 levels		Correction due to on-time	Without Mitigation		With Mitigation	
	L_w	L_p @10m		Boundary level	Level inside	Boundary level	Level inside
Skip Lorry	106	78	-16	70	55	50	35
Concrete pump on lorry discharging	95	67	-13	62	47	52	37
Grab Lorry	110	82	-13	77	62	67	52
Lorry pulling up	98	70	-15	63	48	63	48
Lorry unloading	112	84	-15	77	62	67	52
Tracked excavator (5 t)	99	71	-3	76	61	66	51
Mini tracked excavator (3 t)	96	68	-3	73	58	63	48
Dumper (3 t)	105	77	-3	77	62	67	52
Angle Grinder	108	80	-7	81	66	61	46
Circular Wood Saw	109	81	-5	84	69	64	49
Hammer Drill	113	85	-4	89	74	69	54
Total of all equipment	-	-	-	-	-	75	-

Table 1: Predicted noise levels without/with mitigation

The predictions shown in Table 1 represent a worst case scenario and the main assumption is that all equipment will be running simultaneously at the nearest point to the receiver (No. 3 Akenside Road).
Please note that the above predictions have been based on assumptions regarding the equipment to be used, and will be updated once more detailed information has been received.
Mitigation measures would inherently include Best Practicable Means (BPM) related to the control of noise. Examples which would need to be adopted in-situ are as follows:

- 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 section 8 of BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.
- The quietest and newest vehicles/plant machinery shall be used at all times where practicable. 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.
- Tools shall be inspected to ensure they are safe and good working order and not causing unnecessary noise through ill maintenance.
- Prior to works commencing on site, the adjacent properties will be mail-dropped to provide them with information about the upcoming works, and expected duration of the phases (demolition and construction). This will contain contact details for the site manager during site hours, as well as a contact email for out of hours contact.
- If residents consider noise levels to be too high during works and contact the site, the site manager will investigate the source of the noise. If noise levels are considered to be too high, the activity will cease immediately, and a new methodology will be investigated to minimise noise levels to nearby receivers. Lower noise events will be investigated and measures taken to reduce noise levels, with the site manager reporting back to the complainant within 24 hours.".

We trust that the above is sufficient for the current project requirements. Should you have any questions, please do not hesitate to contact us.
Yours Sincerely,
Kenny Macleod AMIOA
KP Acoustics Ltd

APPENDIX B

2 Akenside Road, London

Noise Emissions Calculations

	Frequency, Hz								
	63	***125***	***250***	***500***	***1k***	***2k***	***4k***	***8k***	***dB(A)***
Skip Lorry Power Level									106
Sound Pressure Level (at 10m)									78
Correction due to on-time									-16
Correction due to distance to boundary (min. 4m)									8
Attenuation provided by screening etc.									-20
Total sound pressure level of Skip Lorry									**50**
Concrete pump on lorry discharging Sound Power Level									95
Sound Pressure Level (at 10m)									67
Correction due to on-time									-13
Correction due to distance to boundary (min. 4m)									8
Attenuation provided by screening etc.									-10
Total sound pressure level of Concrete pump on lorry discharging									**52**
Grab Lorry Sound Power Level									110
Sound Pressure Level (at 10m)									82
Correction due to on-time									-13
Correction due to distance to boundary (min. 4m)									8
Attenuation provided by screening etc.									-10
Total sound pressure level of Grab Lorry									**67**
Lorry pulling up Sound Power Level									98
Sound Pressure Level (at 10m)									70
Correction due to on-time									-15

Correction due to distance to boundary (min. 4m)		8
Attenuation provided by screening etc.		0
Total sound pressure level of Lorry pulling up		**63**
Lorry unloading Sound Power Level		112
Sound Pressure Level (at 10m)		84
Correction due to on-time		-15
Correction due to distance to boundary (min. 4m)		8
Attenuation provided by screening etc.		-10
Total sound pressure level of Lorry unloading		**67**
Tracked excavator (5 t) Sound Power Level		99
Sound Pressure Level (at 10m)		71
Correction due to on-time		-3
Correction due to distance to boundary (min. 4m)		8
Attenuation provided by screening etc.		-10
Total sound pressure level of Tracked excavator (5 t)		**66**
Mini tracked excavator (3 t) Sound Power Level		96
Sound Pressure Level (at 10m)		68
Correction due to on-time		-3
Correction due to distance to boundary (min. 4m)		8
Attenuation provided by screening etc.		-10
Total sound pressure level of Mini tracked excavator (3 t)		**63**
Dumper (3 t) Sound Power Level		105
Sound Pressure Level (at 10m)		77
Correction due to on-time		-3
Correction due to distance to boundary (min. 4m)		8
Attenuation provided by screening etc.		-15
Total sound pressure level of Dumper (3 t)		**67**
Angle Grinder Sound Power Level		108
Sound Pressure Level (at 10m)		80

Correction due to on-time		-7
Correction due to distance to boundary (min. 4m)		8
Attenuation provided by screening etc.		-20
Total sound pressure level of Angle Grinder		**61**

Circular Wood Saw Sound Power Level		109
Sound Pressure Level (at 10m)		81
Correction due to on-time		-5
Correction due to distance to boundary (min. 4m)		8
Attenuation provided by screening etc.		-20
Total sound pressure level of Circular Wood Saw		**64**
Hammer Drill Sound Power Level		113
Sound Pressure Level (at 10m)		85
Correction due to on-time		-4
Correction due to distance to boundary (min. 4m)		8
Attenuation provided by screening etc.		-20
Total sound pressure level of Hammer Drill		**69**
Total of all equipment		**75**

Site Ref: 100444 Your
Ref: 2AK

Online Order Ref: 56877

15 November 2016

Accounts Department
Monaghan Homes Ltd
Foundation House
4 Percy Road
North Finchley
London
N12 8BU

Administration Office:

Considerate Constructors Scheme
PO Box 75

WARE
SG12 0YX

Telephone: 01920 485959 Fax:01920 485958

enquiries@ccscheme.org.uk
www.ccscheme.org.uk

PAID VAT Invoice 177130/56877

PAID WITH THANKS

Item Description:

Site Registration

1 x Registration Fee @ £445 each
1 x Cartoon Poster @ £0 each
1 x A3 Code Of Considerate Practice Poster @ £0 each
1 x Small Banner Community @ £0 each
3 x A1 Poster @ £0 each
1 x CIH A2 Poster @ £0 each
1 x A3 24/7 Contact Information Poster @ £4 each 2 x CIH A2 Poster @ £7.5 each

For Project:

2 Akenside Road	£464.00
VAT 20%	£92.80
TOTAL	£556.80

DO NOT PAY

This invoice has been paid by Card

Receive Invoices by email:

We are now able to email our invoices directly to your Accounts Department

If you would like to receive your invoices in this way, please email your accounts email address (and accounts contact name if required) to accounts@ccscheme.org.uk

Registered Office:

Considerate Constructors Scheme Limited 26 Store Street, London, WC1E 7BT

Company Registration Number: 3465121 England

VAT Reg. No. 807 1629 35

Lifting Equipment Engineers Association

Certificate of Membership 2016

We hereby certify that

Charles Wilson Engineers Limited
United Kingdom

having been audited in accordance with the Association's technical audit procedure specified in document reference LEEA 002 has been admitted as a

Development Member

Certificate Number 5579

For and on behalf of LEEA _____
Chairman

_____
Chief Executive

Date of Certificate – 2 August 2016

Date of expiry of Certificate – 1 August 2017

This certificate is the property of the Association and shall be returned on demand. It is not issued under, in pursuance or by virtue of any statutory or Government sanction but by the authority of the Association only. It is valid only in the country listed above.

SSIP SAFETY SCHEMES IN PROCUREMENT

FOUNDER MEMBER

CHAS®

CONTRACTORS HEALTH & SAFETY ASSESSMENT SCHEME

Certification Mark
www.chas.co.uk

Assessment Scheme

Certificate of Accreditation

This is to certify that

C W Engineers Ltd

is accredited within the Contractors Health and Safety Assessment Scheme (CHAS) having demonstrated compliance with and sound management of current basic health and safety legislation.

Valid until: 24 May 2017

Working in partnership with business

020 8545 3838 – ☎ to verify
www.chas.co.uk

Certificate of Registration

This is to certify that the Business Management and Service Quality Systems of

CHARLES WILSON ENGINEERS LIMITED

have been audited and the company awarded SafeHire Certification

to include: CHAS

CONTRACTORS HEALTH & SAFETY ASSESSMENT SCHEME
Certification Mark
www.chas.gov.uk

The scope of the registration is detailed on the Schedule to the Certificate of Registration bearing this Certificate number

Certificate Number **01020** Valid Until **31 JANUARY 2018**

Signed on behalf of the SafeHire Scheme: Graham Arundell

Scheme Manager

Certification is subject to annual branch/depot compliance assessments with a desktop audit of business procedures carried out once every three years at certificate renewal stage.

2450 Regents Court, The Crescent, Birmingham Business Park, Solihull, West Midlands B37 7YE

HAE EHA

Schedule of Registration

The company

CW Plant Hire Limited

Number of outlets: **17 HIRE OPERATING LOCATIONS**

has been successfully assessed against the following criteria:

Hire and Rental Industry Business Management and Service Quality Specification

Organizational Management Standards

Organizational Management and Corporate Social Responsibility
Risk Management
Financial Control

Management Processes and Systems

Quality Management
Occupational Health
Sustainability
Health, Safety and Welfare
Environmental Impacts
Document Control and Data Protection

Management Functions

Responsibilities and Accountability (all employees)
Training and Development
Managing Employees
Communication

Customer Service and Safe Provision

Customer Service Standards
Control of Hazardous Substances
Supply of Hire Equipment (point of hire)
Transport and Distribution

Certificate Number: **01020**

Date of Certification: **1 APRIL 2015**

Signed on behalf of the SafeHire Scheme: Graham Arundell

Scheme Manager

RISQS
RAILWAY INDUSTRY SUPPLIER
QUALIFICATION SCHEME

Certificate of Verification

This is to certify that

Charles Wilson Engineers Ltd

Supplier Number: 100132

is now a verified supplier on RISQS.

Richard Sharp
Chairman, RISQS Board

Subscription Expiry Date: 21 December 2016

Achilles Information Limited

30 Western Avenue, Milton Park, Abingdon, OX14 4SH, United Kingdom |**T**: +44 (0)1235 861118|**F:** +44 (0)1235 838054|**E**: enquiries@achilles.com **www.achilles.com**

Product Code Summary

Product Code	Product Name	Status
04.30.01 SER	Portable Accommodation Including Site Welfare & Toilet Facilities	Registered
17.03.01 SMP	Small Plant	Registered
17.03.01 SER	Small Plant	Registered

Achilles Information Limited

30 Western Avenue, Milton Park, Abingdon, OX14 4SH, United Kingdom |**T**: +44 (0)1235 861118|**F:** +44 (0)1235 838054|**E**: enquiries@achilles.com **www.achilles.com**

Hire Association Europe

Membership Certificate

This Certificate confirms that

CW Plant Hire

1 January 2016 – 31 December 2016

is a member and abides by the HAE Code of Conduct

Chairman

Managing Director

Membership number

213

Valid until

2016

HIRE ASSOCIATION EUROPE
stronger together

Member since

1981

This is not a legal document and cannot be used as such. The certificate expires and is valid for a twelve month period unless suspended or withdrawn. It remains the property of Hire Association Europe to whom it must be returned on request. To check its validity or for further clarifications regarding the HAE membership, contact Hire Association Europe on 44 (0)121 380 4601.

THE CONSTRUCTION PLANT-HIRE ASSOCIATION

CERTIFICATE OF MEMBERSHIP

2016/2017

THIS IS TO CERTIFY THAT

Charles Wilson Engineers Ltd

ARE FULLY PAID UP MEMBERS OF THE ASSOCIATION FOR THE YEAR ENDING 30 JUNE 2017

SIGNED

COLIN WOOD
CHIEF EXECUTIVE

MEMBERSHIP NO.

M3910

CPA
CollectiveMark

The Association for Plant and Equipment Hire Professionals
27/28 Newbury Street, Barbican, London EC1A 7HU
Tel: 020 7796 3366 Fax: 020 7796 3399 e-mail: enquiries@cpa.uk.net www.cpa.uk.net

MPBA The Modular & Portable Building Association

Certificate of Membership

This is to certify that Charles Wilson Engineers Limited .....

is A FULL MEMBER .....

of the Association and is therefore entitled to all the privileges of membership but also accepts all the responsibilities of conduct, quality and service which are required by such membership.

Only up to date Fully Subscribed Members will be listed annually on the MPBA Web Site

..... Chairman

..... Secretary

21st July 2014 ..... Date of Joining

20140258/F ..... Cert. no.

PO Box 99, Caersws SY17 5WR Tel: 0870 241 7687
E-mail: mpba@mpba.biz www.mpba.biz
Registration No: 364145 Established in 1938

An Association for the Promotion and Marketing of The Modular & Portable Building Industry

FORS bronze

Charles Wilson Engineers Ltd
(Stratford, Sidcup & Barking)

has been assessed and has met the bronze level requirements of the Fleet Operator Recognition Scheme (FORS).

This certificate is valid from 29/08/15 to 28/08/16 and remains valid as long as FORS requirements continue to be maintained.

Steve Agg
on behalf of the Fleet Operator Recognition Scheme

FORS ID : 002926

FORS bronze

Scope of accreditation for:

Charles Wilson Engineers Ltd
(Stratford, Sidcup & Barking)

Valid from 29/08/15 **to** 28/08/16

Total number of vehicles	**6**
Vans <= 3.5T	2
LGV/HGV >= 3.5T	2
Fleet cars	2
Coaches	0
Minibuses	0
Total number of operating centres	**14**

Operating centre post code/s

IG11 0SL

FORS ID : 002926

Certificate of Registration

This is to certify that

Charles Wilson Engineers Ltd

Supplier Number: 100132

are now fully registered as a supplier on UVDB for the following products/services

1.8.11 Access Platforms & Equipment

1.9.99 Other Material & Product Handling

2.8.8 Mobile Plant Hire Services

2.8.16 Generator Hire (Non-system Use)

2.8.24 Tool Hire

2.8.29 Mobile Accommodation Unit Hire

Melanie Cox
Supply Chain Contracts Manager
Wessex Water Services Ltd
Registration Expiry Date: 14 June 2017

This is not a legal document and cannot be used as such.

Achilles Information Limited
30 Western Avenue, Milton Park, Abingdon, OX14 4SH, United Kingdom
T: +44 (0)1235 861118 **E:** UVDB@achilles.com **www.achilles.com**