

Construction Management Plan

pro forma v2.1

21 Boscastle Road

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Revisions & additional material

Please list all iterations here:

| Date | Version | Produced by |
|------------|---------|------------------|
| 02.09.2016 | C1 | Finkernagel Ross |
| 01.11.2016 | C2 | Finkernagel Ross |

Additional sheets

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

| Date | Version | Produced by |
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| | | |

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](#)."

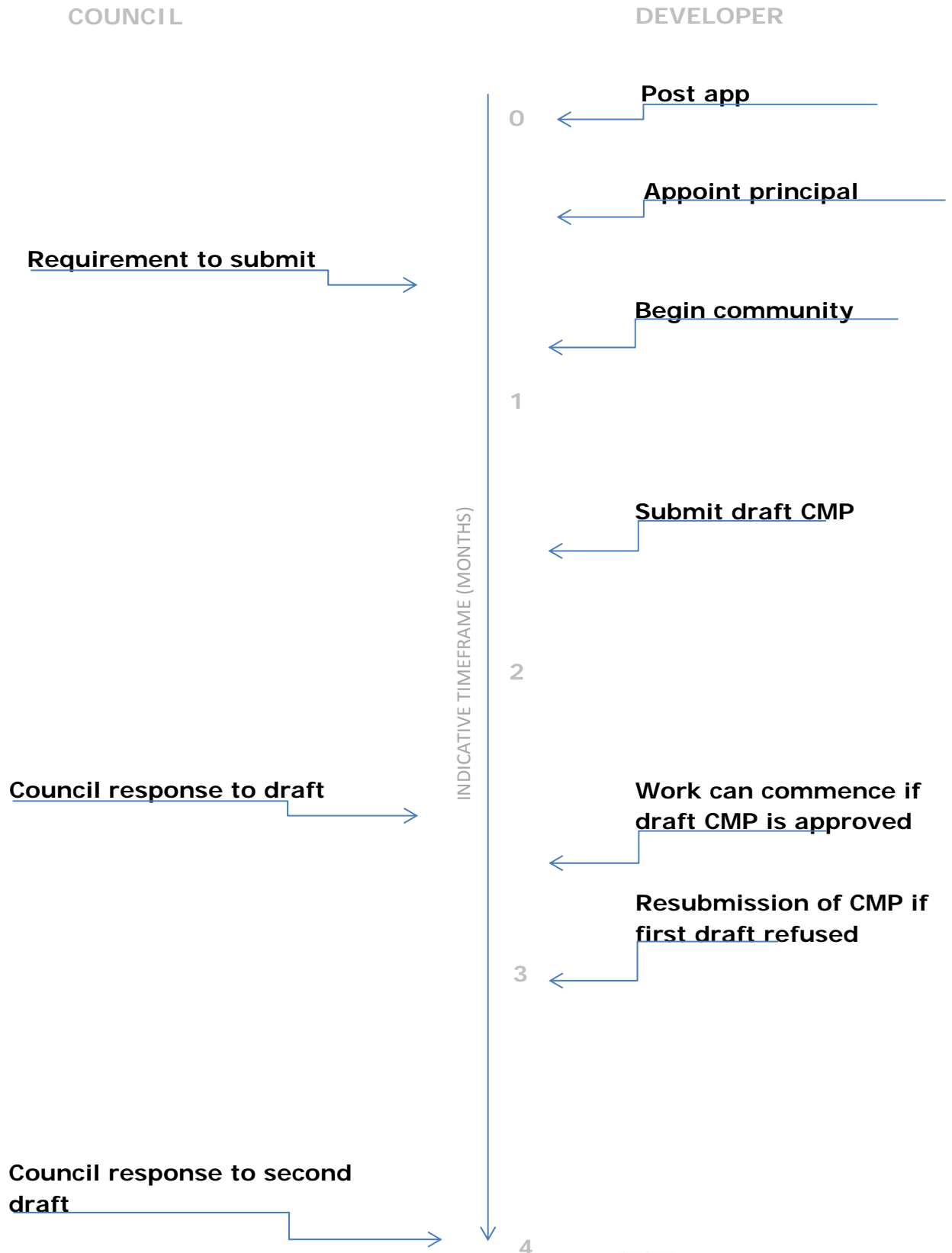
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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



Contact

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

Address: 21 BOSCASTLE ROAD, LONDON, NW5 1EE

Planning ref: 2016/0953-P

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

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

Name: Jonathan Bilgeshausen

Address: FINKERNAGEL ROSS, UNICORN HOUSE 221-222, SHOREDITCH HIGH STREET, LONDON, E1 6PJ

Email: jonathan@finkernagelross.com

Phone: 020 7377 5114

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: PATRYK KNAPIK

Address: JK GENERAL BUILDINGS, 112 READING ROAD, NORTHOLT, MIDDLESEX, UB5 4PJ

Email: patrickknapik@hotmail.co.uk

Phone: 07387300480 (a dedicated line)

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: PATRYK KNAPIK

Address: JK GENERAL BUILDINGS, 112 READING ROAD, NORTHOLT, MIDDLESEX, UB5 4PJ

Email: patrickknapik@hotmail.co.uk

Phone: 07387300480 (a dedicated line)

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: JAROSLAW KAMINSKI

Address: JK GENERAL BUILDINGS, 112 READING ROAD, NORTHOLT, MIDDLESEX, UB5 4PJ

Email: jkgeneralbuilding@gmail.com

Phone: 07776274111

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.

PLEASE REFER TO DRAWING 21BOS - CMP01 - SITE LOCATION_P1

THE SITE IS LOCATED ON BOSCASTLE ROAD, WITHIN THE LONDON BOROUGH OF CAMDEN APPROXIMATELY 1KM NW OF JUNCTION A5200, A400 & B518 (HIGHGATE ROAD).

THE SURROUNDING AREA IS MAINLY RESIDENTIAL IN NATURE, WITH SOME SCHOOLS AND SMALL BUSINESSES LOCATED NEARBY.

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).

NEW BASEMENT CONSTRUCTION BELOW AN EXISTING BUILDING (PLANNING REF: 2015/1434/P), WHICH ALSO INCLUDES A NEW LIGHTWELL AND CONTINUATION OF BAY WINDOW TO REFLECT THE SAME CHARACTER OF THE HOUSES OPPOSITE BOSCASTLE ROAD.

THERE IS LIMITED SPACE IN FRONT OF THE HOUSE FOR ACCESS, MATERIAL STORAGE AND SKIP LOCATING.

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 POTENTIAL RECEPTORS OF THE DEVELOPMENT THAT COULD BE AFFECTED ARE RESIDENTS OF 10, 12, 14, 19 & 23 BOSCASTLE ROAD.

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.

PLEASE REFER TO DRAWINGS 21BOS – CMP01, 02 & 03 FOR FURTHER DETAILS.



DETAILS OF THE CURRENT ON STREET PARKING ARE IDENTIFIED BELOW:

- THE SITE FALLS WITHIN THE CONTROLLED PARKING (ZONE CA-U) WHICH IS OPERATIONAL MON – FRI BETWEEN HOURS 08.30 – 18.30 AND SATURDAY BETWEEN HOURS 08.30 – 13.30. PAY BY PHONE PARKING FOR NON-RESIDENTS IS AVAILABLE AT SPECIFIC LOCATIONS WITHIN THE CPZ FOR A MAXIMUM OF 2 HOURS.
- BOSCASTLE ROAD - IS A TRAFFIC CALMED TWO WAY RESIDENTIAL STREET.

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).

PROPOSED START IMMEDIATELY AFTER COUNCIL APPROVAL OF DRAFT CMP

| | |
|---------------|---------|
| MOBILISATION | 1 WEEK |
| UNDERPINNING | 9 WEEKS |
| EXCAVATING | 4 WEEKS |
| SLAB | 1 WEEK |
| WATERPROOFING | 1 WEEKS |
| FIT OUT | 3 WEEKS |

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 PROVISIONAL WORKING HOURS FOR THE SITE WILL BE 0800-1800 MONDAY TO FRIDAY AND 0800 TO 1300 ON SATURDAY. NO WORK WILL BE PERMITTED ON SUNDAYS, BANK HOLIDAYS AND PUBLIC HOLIDAYS.

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.

THERE ARE NOT EXPECTED TO BE ANY CHANGES TO SERVICES AS A RESULT OF THE DEVELOPMENT PROPOSALS.

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.

ON TUESDAY THE 12TH OF OCTOBER FINKERNAGEL ROSS MET WITH THE ADJOINING OWNERS AT NO. 19B, SUE PERKINS AND ANNA RICHARDSON, TO REVIEW THE PRINCIPLES OUTLINED IN THE CMP AND HOW MATTERS WOULD BE TAKEN FORWARD. THE MAIN POINTS IN OUR MEETING WERE CONFIRMED BACK TO THEM VIA EMAIL TO WHICH WE HAVE HAD NO RESPONSE AS OF YET.

ON FRIDAY OCTOBER 21ST FINKERNAGEL ROSS HAND DELIVERED TO THE NEIGHBOURS AT NO'S 10, 12, 14, 19 & 23 BOSCASTLE ROAD A LETTER (REFER TO 21BOS-C-MCLT161021) NOTIFYING THEM OF THE IMMINENT WORKS AT NO. 21 WHICH CONTAINED ALL RELEVANT CONTACT DETAILS. A REQUEST FOR AN EMAIL ADDRESS HAS ALSO BEEN MADE SO THAT NEIGHBOURS CAN BE UPDATED REGULARLY.

THE NEIGHBOURS WILL ALSO BE INFORMED THAT FOR ANY FURTHER INFORMATION REQUIRED A REPRESENTATIVE FROM FINKERNAGEL ROSS AND JKGB WILL BE ON SITE ON WEDNESDAY NOVEMBER 2ND TO REVIEW AND ANSWER ANY QUERIES THEY MAY HAVE. THE NEIGHBOURS ARE ADVISED THAT SHOULD THIS DATE AND TIME NOT BE SUITABLE THEN THEY MAY CONTACT US TO ARRANGE AN ALTERNATIVE DATE AND TIME. AT THIS TIME A COPY OF THE DRAFT CMP WILL BE ISSUED TO THOSE PARTIES ATTENDING AND TO THOSE NOT IN ATTENDANCE A COPY WILL BE HAND DELIVERED TO THEIR HOME ADDRESS.

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.

THIS PROJECT IS CONSIDERED NOT TO BE OFF SUFFICIENT SCALE TO WARRANT SETTING UP A CONSTRUCTION WORKING GROUP. HOWEVER, THE CONTRACTOR'S PROJECT MANAGER WILL KEEP IN REGULAR CONTACT WITH LOCAL RESIDENTS, AFFECTED PARTIES AND THE COUNCIL BY SENDING A REGULAR NEWSLETTER UPDATE BY EMAIL, OR POST. THE NEWSLETTER WILL BE ISSUED PRIOR TO SIGNIFICANT EVENTS ON SITE WHICH MAY HAVE A POTENTIAL IMPACT ON THE LOCAL AREA, THIS WOULD INCLUDE THE START ON SITE, ANY CHANGES TO THE TRAFFIC MANAGEMENT REGIMES, KEY EVENTS SUCH AS ANY OPERATIONS REQUIRING OUT OF HOURS WORKING AND THE SUCH LIKE, THE CONTRACTOR'S PROJECT MANAGER WILL LIAISE WITH ANY OTHER CONTRACTORS CARRYING OUT CONSTRUCTION WORKS IN THE VICINITY OF THE SITE TO ENSURE THAT THE COMBINED IMPACT OF DEVELOPMENT IS KEPT TO AN ABSOLUTE MINIMUM.

A 'CONTACT BOARD' WILL BE DISPLAYED PROMINENTLY AND SHALL INCLUDE;

1. THE TITLE 'CONTACT BOARD'
2. THE NAME OF THE MAIN CONTRACTOR, ADDRESS AND PERSON TO WHOM CORRESPONDENCE SHOULD BE ADDRESSED.
3. NAME OF THE SITE MANAGER
4. DIRECT DIAL NUMBER OF THE SITE MANAGER

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](#)".

CONTRACTOR IS PART OF THE CONSIDERATE CONSTRUCTORS SCHEME. CCS MEMBERSHIP NO. 1214.

CONTRACTOR HAS BEEN ISSUED & WILL FOLLOW THE GUIDE FOR CONTRACTORS WORKING IN CAMDEN. THE CONTRACTOR HAS CONFIRMED THAT A COPY WILL BE KEPT ON SITE FOR REFERENCE.

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.

THERE ARE CURRENTLY TWO CONSTRUCTION SITES ON BOSCASTLE ROAD AND ANOTHER ONE ON DARTMOUTH PARK ROAD

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:

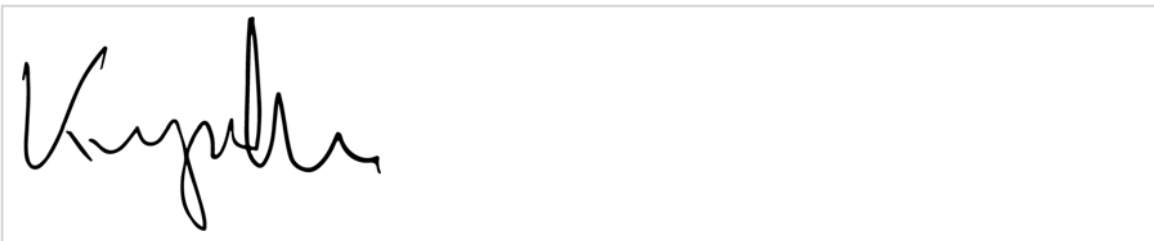
JK GENERAL BUILDING LTD

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

COMPLIANCE WITH CLOCS STANDARD AND / OR 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 AND THAT ALL DRIVERS SERVICING THE SITE WILL HAVE UNDERTAKEN APPROVED ADDITIONAL TRAINING (E.G. SUD ELEARNING, VAN SMART, ON-CYCLE TRAINING ETC.)

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

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

A rectangular box containing a handwritten signature in black ink. The signature is cursive and appears to be 'K. Gupta'.

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 \(TLRN\)](#).

IN REVIEW WITH THE PRINCIPAL CONTRACTOR AND IN RESPONSE TO THE COMMENTS FROM CAMDEN THE PROPOSED ROUTES TO AND FROM THE SITE HAVE BEEN REVISED. IT IS ANTICIPATED THAT CONSTRUCTION VEHICLES WILL ACCESS THE SITE TRAVELLING NORTHBOUND ALONG A400 AND EXIT ON TO THE B518 TRAVELLING NORTH WEST BOUND ON TO HIGHGATE ROAD. APPROXIMATELY 750M ALONG ROUTE THERE WILL NEED TO BE A RIGHT HAND MANOEUVRE ON TO WOODSOME ROAD AND ANOTHER RIGHT HAND MANOEUVRE ONTO BOSCASTLE ROAD TO AVOID THE SCHOOL CROSSING.

AS THERE IS A STEEP HILL ON THE PREVIOUSLY PROPOSED ROUTE, THE ROUTE HAS BEEN REVISED TO THE FOLLOWING - DELIVERIES TO THE 21 BOSCASTLE ROAD LOADING AREA (SEE APPENDICES FOR LOADING AREA LOCATION) WILL CONTINUE ALONG BOSCASTLE ROAD AND MAKE A LEFT MANOEUVRE ON TO DARTMOUTH PARK ROAD AND FOLLOW IT UNTIL YORK RISE. FROM YORK RISE A LEFT MANOEUVRE NEEDS TO BE TAKEN ON TO WOODSOME ROAD WITH A FURTHER LEFT OR RIGHT MANOEUVRE ON TO HIGHGATE ROAD.

THIS STRATEGY IS ILLUSTRATED ON DRAWING 21BOS – CMP01-P1, 02-P1, 03-P2 & 04-P1.

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 THE REQUIREMENT TO ADHERE TO THE SPECIFIED ROUTE AND ALL OTHER MEASURES DETAILED IN THIS PLAN PRIOR TO JOURNEYS BEING UNDERTAKEN.

DELIVERIES WILL BE MADE AT A MAXIMUM OF 2X PER DAY AT THE HEIGHT OF THE EXCAVATION WORKS. DURING THE REMAINDER OF THE WORKS THERE WILL BE 1 DELIVERY APPROXIMATELY EVERY 3 WEEKS. THE FIRST DELIVERY WILL TAKE PLACE BETWEEN 10-11 AM AND THE SECOND BETWEEN 2-3 PM ALLOWING FOR HEIGHTENED CONGESTION DURING RUSH HOUR AND SCHOOL DROP OFF TIMES

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.

TYPICAL VEHICLE TYPES ARE DETAILED BELOW:

- **GRAB LORRIES** – THESE WILL BE STANDARD 18 CUBIC YARD SKIPS FOR WASTE REMOVAL AND LORRIES WITH AN APPROXIMATE SIZE BEING 7M LONG AND 2.4M WIDE. **FREQUENCY WILL BE 2X DAILY DURING PEAK EXCAVATION TIMES (4 WEEK DURATION) & APPROXIMATELY 1X / 3 DAYS FOR THE REMAINDER OF THE PROJECT. ALL BETWEEN THE HOURS OF 10-3;**
- **CONCRETE LORRIES** – THESE WILL BE A STANDARD READY MIXED LORRY WITH AN APPROXIMATE SIZE OF 8.5M LONG BY 2.4M WIDE. **FREQUENCY WILL BE 2X DAILY DURING PEAK UNDERPINNING TIMES & 1X / (9 WEEK DURATION) & APPROXIMATELY 1 X / 3 DAYS FOR THE REMAINDER OF THE PROJECT. ALL BETWEEN THE HOURS OF 10-3;**
- **FLAT BED DELIVERY VEHICLE** – THE FLAT BED VEHICLE WILL BE USED TO DELIVER VARIOUS MATERIALS INCLUDING SCAFFOLDING, STEELWORK, TIMBER, REINFORCEMENTS, BRICK AND BLOCK WORK, ROOFING MATERIALS, PLASTER, JOINERY, GLAZING ITEMS, ETC. THE APPROXIMATE SIZE WILL BE 7M LONG BY 2.25M WIDE; **FREQUENCY WILL BE 1X / WEEK BETWEEN THE HOURS OF 10-3**
- **BOX VAN (LUTON)** – THESE WILL BE UTILISED FOR ALL ANCILLARY DELIVERIES AND SMALL COMPONENTS, THE APPROXIMATE SIZE OF THIS VEHICLE IS 4M LONG BY 2M WIDE.

APPROXIMATELY 150M³ WILL NEED TO BE EXCAVATED TO CREATE THE BASEMENT LEVEL, WHICH WILL RISE TO 210M³ TO ACCOUNT FOR A BULKING FACTOR OF 1.4 FOLLOWING EXCAVATION. THIS WILL EQUATE TO APPROXIMATELY 252 TONNES OF SOIL.

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

WE ARE AWARE OF CONSTRUCTION WORKS FURTHER DOWN THE ROAD AT 5 & 7 BOSCASTLE ROAD.

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.

PLEASE REFER TO THE INFORMATION ABOVE FOR FREQUENCY OF DELIVERIES. THERE WILL ONLY BE ONE DROP AND PICK UP POINT (21BOS – CMP01, 02 & 03 FOR FURTHER DETAILS). ALL ARRIVING VEHICLES WILL HAVE TO NOTIFY THE MANAGEMENT TEAM TO CONFIRM THEIR ARRIVAL BEFORE THEY APPROACH THE SITE **& RECORDS WILL BE COLLECTED AT EACH DELIVERY. THEREFORE MANAGED SO THERE IS NEVER MORE THAN ONE DELIVERY AT A TIME.** TRAFFIC MARSHALLS WILL ASSIST DRIVERS WITH MANOUVERING IN TO THE ALLOCATED SUSPENDED PARKING BAY.

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.

AS THIS IS A SMALL PROJECT IT IS NOT NECESSARY TO LOGISTICALLY PREPARE HOLDING AREAS. IT WILL BE VERY UNLIKELY THERE WILL BE MORE THAN ONE DELIVERY/PICK UP AT THE SAME TIME. ALL COLLECTIONS AND DROP OFFS WILL BE ORGANISED AND MONITORED BY THE MANAGEMENT TEAM.

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 CONTRACTOR, 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

IT IS ANTICIPATED THAT NO CONSTRUCTION VEHICLES WILL ENTER THE SITE AS THE SITE IS TOO SMALL. ANY SMALLER TRANSIT TYPE VEHICLES WILL USE THE EXISTING ON STREET PARKING BAY & LARGER DELIVERIES WILL UTILISE THE EXISTING ON STREET PARKING BAY AS WELL.

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

ALL VEHICLE MOVEMENTS TO AND FROM THE TEMPORARY LOADING AREA WILL BE SUPERVISED BY A MINIMUM OF 1 TRAINED TRAFFIC MARSHAL IN ORDER TO MANAGE THE INTERACTION BETWEEN PEDESTRIANS, CYCLISTS 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).

ALL MANOEUVRES WILL BE SUPERVISED BY TRAFFIC MARSHALS WHO WILL MANAGE THE INTERACTION BETWEEN CONSTRUCTION VEHICLES, PEDESTRIANS AND OTHER ROAD USERS. IT IS ANTICIPATED THAT THE LARGEST VEHICLE TO REQUIRE ACCESS TO THE SITE WILL BE A CONCRETE MIXER.

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 THIS SITE HAS NO DRIVEWAY THERE IS NO NECESSITY FOR WHEEL WASHING FACILITIES.

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.

AS OUTLINED IN PLAN 21BOS-CMP02, IT IS PROPOSED THAT CONSTRUCTION VEHICLES DWELL ON A LOADING AREA ON THE HIGHWAY ADJACENT TO DEVELOPMENT SITE. IN ORDER TO FORM THIS LOADING BAY IT IS PROPOSED THAT A **DOUBLE** PARKING BAY, ADJACENT TO THE SITE IS TEMPORARILY SUSPENDED (**ONE FOR THE SKIP AND ONE FOR DELIVERIES**).

THE FOOTWAY ADJACENT TO THE HOUSE WILL BE COVERED AND A CONVEYOR WILL BE PLACED ABOVE TO TRANSFER SPOIL INTO THE SKIP. AT LEAST 1.2 METRES OF FOOTWAY WILL BE MAINTAINED AT ALL TIMES AND GREATER THAN 3 METRES CLEAR CARRIAGEWAY WILL ALSO BE MAINTAINED THROUGHOUT THE CONSTRUCTION WORKS ALONG BOSCASTLE ROAD.

ALL MATERIALS AND PLANT WILL BE STORED ON SITE AND DELIVERIES WILL BE ON A 'JUST-IN-TIME' BASIS SO AS TO MINIMISE THE STORAGE REQUIREMENTS ON SITE. WELFARE FACILITIES AND SITE OFFICE WILL ALSO BE PROVIDED ON SITE.

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](#).

IT IS PROPOSED THAT 2 CAR PERMIT HOLDER BAYS ARE SUSPENDED ON BOSCASTLE ROAD, **ONE FOR THE SKIP AND ONE FOR DELIVERIES**. THE RELEVANT LICENSES WILL BE APPLIED FOR BY THE CONTRACTOR.

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).

THE PROPOSED SITE SET UP AND TEMPORARY HIGHWAY ARRANGEMENT DURING CONSTRUCTION IS SHOWN IN 21BOS – CMP01, 02 & 03.

IT IS NOT POSSIBLE TO ACCOMMODATE A LOADING AREA ON SITE AS THE AS THE FULL ENVELOPE OF THE SITE WILL BE REQUIRED TO CONSTRUCT THE PROPOSALS AND ACCOMMODATE MATERIAL STORAGE.

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

AT THE TIME OF DROP OFFS OR COLLECTIONS, THERE WILL ALWAYS BE A TRAFFIC MARSHAL TEAM ASSISTING VEHICLES AND PEDESTRIANS. TWO SIGNS DISPLAYED ON BOTH SIDES OF THE SITE, WILL MAKE PEDESTRIANS AWARE OF THE CONSTRUCTION SITE. THERE WILL ALSO BE TWO RAMPS AVAILABLE TO EASE ACCESSIBILITY AND HELP CROSSING THE LOCAL ROAD.

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 TRAFFIC DIVERSIONS ARE CONSIDERED NECESSARY

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.

IN ORDER TO SAFEGUARD PEDESTRIANS AND CYCLISTS, VEHICLES WITH APPROPRIATE SAFETY EQUIPMENT INCLUDING SAFETY BARS, ADDITIONAL MIRRORS AND ADVISORY SIGNAGE WILL BE USED. IN ADDITION, TRAFFIC MARSHALS WILL BE AVAILABLE ON SITE AT ALL TIMES AND WILL SUPERVISE ALL VEHICLE MOVEMENTS TO AND FROM THE LOADING AREAS AND WILL ALSO SUPERVISE ALL LOADING/UNLOADING ACTIVITY SO AS TO MANAGE THE INTERACTION CONSTRUCTION VEHICLES WITH PEDESTRIANS, CYCLISTS AND OTHER VEHICLES.

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.

A LOCKABLE SITE HOARDING WILL BE INSTALLED ALONG THE FRONTAGE OF THE SITE AND TO THE REAR OF THE PROPERTY AS SHOWN IN 21BOS – SITE SETUP. A GANTRY WILL BE ERECTED OVER THE FOOTWAY WHICH WILL HOST A CONVEYOR SYSTEM USED FOR TRANSPORTING EXCAVATED MATERIAL INTO THE SKIP LOCATED WITHIN THE TEMPORARY LOADING AREA.

● 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.

NOISY WORKS WOULD BE RESTRICTED TO BETWEEN 0900 AND 1800 MONDAY TO FRIDAY AND WOULD NOT BE PERMITTED AT THE WEEKENDS, SUNDAYS OR BANK HOLIDAYS.

POTENTIAL WORST CASE NOISE GENERATION SCENARIOS HAVE BEEN INVESTIGATED BY REVIEWING THE DEMOLITION AND CONSTRUCTION ACTIVITIES FOR EACH PHASE OF THE WORKS AS SUMMARISED IN THE FOLLOWING TABLES. GREEN COLOURING IS USED WHERE THERE IS NOT CONSIDERED LIKELY TO BE A SIGNIFICANT NOISE IMPACT, YELLOW WHERE SOME IMPACT MAY OCCUR AND ORANGE WHERE THE GREATEST POTENTIAL FOR NOISE IMPACT EXISTS. THIS IS BASED ON THE TYPE OF PLANT AND DURATION OF THE WORKS.

TIMES OF NOISE GENERATION WORKS WILL BE LIMITED TO SITE WORKING HOURS WITH BEST PRACTICE AND MITIGATION MEASURES IMPLEMENTED SO THE IMPACT OF ANY NOISY OPERATIONS IS MINIMISED TO LOCAL RESIDENTS.

DEMOLITION NOISE GENERATION ACTIVITY TABLE

| <u>DEMOLITION ACTIVITIES TABLE TO UPDATED WHEN CONTRACTOR INFO ISSUED</u> | |
|--|--|
| <u>DEMOLITION AND EXCAVATION OF EXISTING CELLAR</u> | <u>360 TRACKED EXCAVATORS WITH MUNCHERS – SHORT DURATION</u> |
| <u>LOAD AND REMOVE DEMOLITION RUBBLE AND RUBBLE (CRUSHING AND SCREENING TO BE UNDERTAKEN OFF-SITE)</u> | <u>360 TRACKED EXCAVATORS, 20 TONNE GRAB TRUCKS – SHORT DURATION</u> |

CONSTRUCTION NOISE GENERATION ACTIVITY TABLE

| <u>CONSTRUCTION ACTIVITIES</u> | |
|---|--|
| <u>TEMPORARY WORKS AND UNDERPINNING</u> | <u>TEMPORARY WORKS AND INSTALLATION AS PER STRUCTURAL ENGINEERS PROPOSAL FOR UNDERPINS CONCRETE LORRIES AND EXCAVATOR,</u> |
| <u>GROUNDWORKS</u> | <u>EXCAVATIONS FOR DRAINAGE AND SERVICES CONCRETE POUR FOR FLOOR SLAB, UNDERPINS & RETAINING WALL LORRIES, CONCRETE MIXER AND EXCAVATORS IN USE DAILY COMPRESSORS, BREAKERS AND HAND POWER TOOLS</u> |
| <u>MASONRY WORKS</u> | <u>LAYING BRICKS AND BLOCKS BY HAND MATERIALS LIFTED AND MOVED AROUND SITE BY SMALL HOIST MORTAR MIXED BY PORTABLE 'ON SITE MIXER' OCCASIONAL USE OF PETROL MASONRY SAW</u> |
| <u>SCAFFOLDING</u> | <u>TRADITIONAL SCAFFOLD TO BE ERECTED AND STRUCK BY HAND WHERE NEEDED</u> |
| <u>EXTERNAL CLADDING</u> | <u>HAND AND PORTABLE POWER TOOLS ONLY MATERIALS LIFTED AND MOVED BY HOIST</u> |
| <u>EXTERNAL HARD LANDSCAPING</u> | <u>MINI EXCAVATOR AND SMALL PLANT</u> |
| <u>INTERNAL TRADES</u> | <u>CUTTING TOOLS, SKILL SAWS, DRILLS</u> |

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.

THE NOISE SURVEY IS SCHEDULED ON THE 04/11/16

A COPY OF THE SURVEY WILL BE PROVIDED

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

| Calculation of specific noise levels at Noise Sensitive Location A : | | 19 Boscastle Road | | | | | | | |
|---|-------------------------|---|---------------------------------|-------------|-----------|------------|-------------------------------|-------------------------|---------------------------------|
| Activity | Plant type | L _{Aeq} at 10 m Table C BS5228 Value Manufacturer Value Measured Value | Source- Receptor Distance | Adjustments | | | Resultant L _{Aeq} | Duration of activity | Total L _{Aeq} (10h) |
| | | | | Distance | Screening | Reflection | | | |
| | | dB | m | dB | dB | dB | dB | h | dB |
| Construction Phase Works including: basement excavation and construction | | | | | | | | | 74 |
| | | | | | 0 | 3 | | | |
| | | | | | 0 | 3 | | | |
| | Mini Digger | 70 | 4 | 8 | -10 | 3 | 71 | 7 | |
| | Conveyor Belt | 75 | 7 | 3.1 | -5 | 3 | 76.1 | 1 | |
| | Makita Angle Grinder | 76 | 4 | 8 | -10 | 3 | 77 | 0.5 | |
| | Bosch Angle Grinder | 78 | 4 | 8 | -10 | 3 | 79 | 0.5 | |
| | Electric Drill | 75 | 4 | 8 | -10 | 3 | 76 | 0.5 | |
| | Wheeled loader, 209kW | 79 | 7 | 3.1 | -5 | 3 | 80.1 | 0.5 | |
| | Small cement mixer, 2kW | 61 | 7 | 3.1 | -5 | 3 | 62.1 | 2 | |
| | | | | | | 3 | | | |
| | | | | | | 3 | | | |

Notes: Screening attenuation based on plant just being visible (as per BS5228) i.e 5dB reduction or 10dB reduction if no line of sight. 3dB reflection to allow for façade enhancement.

| Calculation of specific noise levels at Noise Sensitive Location A : | | 23 Boscastle Road | | | | | | | |
|---|-------------------------|---|---------------------------------|-------------|-----------|------------|-------------------------------|-------------------------|---------------------------------|
| Activity | Plant type | L _{Aeq} at 10 m Table C BS5228 Value Manufacturer Value Measured Value | Source- Receptor Distance | Adjustments | | | Resultant L _{Aeq} | Duration of activity | Total L _{Aeq} (10h) |
| | | | | Distance | Screening | Reflection | | | |
| | | dB | m | dB | dB | dB | dB | h | dB |
| Construction Phase Works including: basement excavation and construction | | | | | | | | | 74 |
| | | | | | | 3 | | | |
| | | | | | | 3 | | | |
| | Mini Digger | 70 | 4 | 8 | -10 | 3 | 71 | 7 | |
| | Conveyor Belt | 75 | 7 | 3.1 | -5 | 3 | 76.1 | 1 | |
| | Makita Angle Grinder | 76 | 4 | 8 | -10 | 3 | 77 | 0.5 | |
| | Bosch Angle Grinder | 78 | 4 | 8 | -10 | 3 | 79 | 0.5 | |
| | Electric Drill | 75 | 4 | 8 | -10 | 3 | 76 | 0.5 | |
| | Wheeled loader, 209kW | 79 | 7 | 3.1 | -5 | 3 | 80.1 | 0.5 | |
| | Small cement mixer, 2kW | 61 | 7 | 3.1 | -5 | 3 | 62.1 | 2 | |
| | | | | | | 3 | | | |
| | | | | | | 3 | | | |

Notes: Screening attenuation based on plant just being visible (as per BS5228) i.e 5dB reduction or 10dB reduction if no line of sight. 3dB reflection to allow for façade enhancement.

| Calculation of specific noise levels at Noise Sensitive Location A : | | 14 Boscastle Road | | | | | | | |
|--|-------------------------|----------------------|--------------------------|-------------|-----------|------------|----------------|----------------------|------------------|
| Activity | Plant type | LAeq at 10 m | Source-Receptor Distance | Adjustments | | | Resultant LAeq | Duration of activity | Total LAeq (10h) |
| | | Table C B55228 Value | | Distance | Screening | Reflection | | | |
| | | Manufacturer Value | dB | | | | m | dB | dB |
| Construction Phase Works including: basement excavation and construction | | | | | | | | | 73 |
| | | | | | | 3 | | | |
| | | | | | | 3 | | | |
| | Mini Digger | 70 | 25 | -8 | -10 | 3 | 55 | 8 | |
| | Conveyor Belt | 75 | 9 | 0.9 | -5 | 3 | 73.9 | 2 | |
| | Makita Angle Grinder | 76 | 25 | -8 | -10 | 3 | 61 | 4 | |
| | Bosch Angle Grinder | 78 | 25 | -8 | -10 | 3 | 63 | 4 | |
| | Electric Drill | 75 | 25 | -8 | -10 | 3 | 60 | 2 | |
| | Wheeled loader, 209kW | 79 | 9 | 0.9 | -5 | 3 | 77.9 | 2 | |
| | Small cement mixer, 2kW | 61 | 9 | 0.9 | -5 | 3 | 59.9 | 6 | |
| | | | | | | 3 | | | |
| | | | | | | 3 | | | |
| | | | | | | 3 | | | |

Notes: Screening attenuation based on plant just being visible (as per B55228) i.e 5dB reduction or 10dB reduction if no line of sight. 3dB reflection to allow for façade enhancement.

| Calculation of specific noise levels at Noise Sensitive Location A : | | Grove Terrace Mews | | | | | | | |
|--|-------------------------|----------------------|--------------------------|-------------|-----------|------------|----------------|----------------------|------------------|
| Activity | Plant type | LAeq at 10 m | Source-Receptor Distance | Adjustments | | | Resultant LAeq | Duration of activity | Total LAeq (10h) |
| | | Table C B55228 Value | | Distance | Screening | Reflection | | | |
| | | Manufacturer Value | dB | | | | m | dB | dB |
| Construction Phase Works including: basement excavation and construction | | | | | | | | | 64 |
| | | | | | | 3 | | | |
| | | | | | | 3 | | | |
| | Mini Digger | 70 | 28 | -8.9 | -10 | 3 | 54.1 | 8 | |
| | Conveyor Belt | 75 | 44 | -12.9 | -10 | 3 | 55.1 | 2 | |
| | Makita Angle Grinder | 76 | 28 | -8.9 | -10 | 3 | 60.1 | 4 | |
| | Bosch Angle Grinder | 78 | 28 | -8.9 | -10 | 3 | 62.1 | 4 | |
| | Electric Drill | 75 | 28 | -8.9 | -10 | 3 | 59.1 | 2 | |
| | Wheeled loader, 209kW | 79 | 44 | -12.9 | -10 | 3 | 59.1 | 2 | |
| | Small cement mixer, 2kW | 61 | 4 | 8 | -10 | 3 | 62 | 6 | |
| | | | | | | 3 | | | |
| | | | | | | 3 | | | |
| | | | | | | 3 | | | |

Notes: Screening attenuation based on plant just being visible (as per B55228) i.e 5dB reduction or 10dB reduction if no line of sight. 3dB reflection to allow for façade enhancement.

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.

MACHINES AND ELECTRIC TOOLS ONLY TO BE USED WHEN NEEDED.

WINDOWS AND DOORS TO BE KEPT SHUT DURING EXCAVATION.

TO ENSURE ALL PLANT HAS SOUND REDUCTION MEASURES (MUFFLERS, BAFFLES OR SILENCERS).

UTILISING CONSTRUCTION TECHNIQUES THAT MINIMISE THE PRODUCTION OF NOISE.

STRICT ADHERENCE TO THE SITE WORKING HOURS.

POSITIONING PLANT AWAY FROM ADJACENT PROPERTIES.

MACHINES IN USE TO BE THROTTLED DOWN TO A MINIMUM.

CUTTING OPERATIONS TO BE KEPT OFF SITE AS MUCH AS POSSIBLE BY USING PREFABRICATION.

EXTERNAL H&S ADVISER REGULARLY VISITS THE SITE TO HELP TO CONTROL ABOVE MEASURES.

THERE WILL BE MONITORING EQUIPMENT INSTALLED FOR STRUCTURAL AND ENVIRONMENTAL MONITORING. THERE ARE AMBER AND RED TRIGGER LEVELS WHICH WILL BE SET IN LINE WITH CAMDEN'S GUIDELINES AND CURRENT BUILDING REGULATIONS. ONCE THE AMBER LIGHT IS TRIGGERED AN EMAIL WILL BE SENT TO JKGB AND FINKERNAGEL ROSS AT WHICH POINT THE WORKS THAT ARE CAUSING THE AMBER LIGHT TO BE TRIGGERED WILL BE STOPPED AND METHODS TO PREVENT THE AMBER LIGHT BEING TRIGGERED WILL BE EXPLORED.

SHOULD THE AMBER LIGHT BE TRIGGERED IN SEVERAL QUICK SUCCESSIONS, OR IN THE MOST EXTREME CIRCUMSTANCE, THE RED LIGHT BE TRIGGERED, THAT CONSTRUCTION METHOD WILL BE SEIZED AND AN ALTERNATIVE WILL BE PROPOSED TO AVOID THE TRIGGERING.

AS THIS PROJECT WILL HAVE LONG TERM ENVIRONMENTAL AND STRUCTURAL MONITORING ON SITE THERE WILL BE WEEKLY REPORTS TAKEN, WHICH WILL BE ANALYSED TO FIND OUT WHICH ARE THE NOISIEST WORKS. IF THERE ARE VERBAL COMPLAINTS REGARDING NOISE WE WILL ASK THE MONITORING COMPANY TO ADVISE US TO WHAT THE dB LEVEL WAS AT THE TIME OF THE COMPLAINT AND LIAISE WITH THE CONTRACTOR TO FIND OUT WHAT WORKS WERE BEING CARRIED OUT. THE PROPOSAL THEN WOULD BE TO SEE WHAT WE CAN PUT IN PLACE TO REDUCE THE INCONVENIENCE

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

A COPY OF BS 5228:2009 IS AVAILABLE ON SITE AND THE STAFF ARE REGULARLY TRAINED DURING PERIODIC TOOLBOX TALKS.

AN EXTERNAL H&S ADVISER REGULARLY VISITS THE SITE TO HELP TO CONTROL THE ABOVE.

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

HOARDINGS BORDERING THE FRONTAGE AND REAR OF THE PROPERTY WILL HELP TO CONTAIN ANY DUST. THE EXCAVATION CONVEYOR BELT WILL BE ALSO CLOSED BY HOARDING TO MINIMISE DUST NUISANCE. WHERE REQUIRED, SCAFFOLDING AND SHEETING CAN BE ERECTED TO FURTHER CONTAIN DUST. WATER DAMPENING MEASURES WILL ALSO BE USED IF CONSIDERED NECESSARY.

27.09.2016

PREVENTION

- WHERE PRACTICIBLE, DUSTY OPERATIONS SUCH AS CUTTING OR CONCRETE MIXING, WILL BE KEPT OFF SITE AS MUCH AS POSSIBLE BY USING PREFABRICATION.
- SITE PERSONNEL SHALL BE TRAINED IN DUST MITIGATION AND A MANAGER SHALL BE PRESENT FOR MANAGING DUST ON SITE.
- ENSURING THAT ROAD AND CONSTRUCTION VEHICLES COMPLY WITH OR EXCEED THE REQUIREMENTS FOR THE LOW EMISSION ZONE (LEZ): CURRENTLY EURO IV AS OF 3 JANUARY 2012
- ALTERNATE EXISTING 2.4 M HIGH TIMBER HOARDING AT THE FRONT YARD TO ACCOMMODATE TEMPORARY ROOF. THE IDEA IS TO CREATE BEST POSSIBLE BARRIER BETWEEN INTERNAL PROPERTY AND OUTSIDE.
- LOCATE SKIP CONTAINER ON A SUSPENDED BAY ON THE ROAD FOR COLLECTING EXCAVATED SOIL. SILL OFF CONTAINER TO STOP SOIL DUST ESCAPING THE ENCLOSURE.
- CREATE CLOSED BOX AROUND CONVEYOR BELT.
- KEEP ALL WINDOWS AND DOORS LOCKED DURING EXCAVATION.
- EQUIP SITE WITH SUITABLE VENTILATORS WITH PARTICLE FILTERS.
- FOR CUTTING AND SAWING USE DUST EXTRACTOR WITH PARTICLE FILTERS.
- USE OF LOW EMISSION PLANT FITTED WITH CATALYSTS, DIESEL PARTICULATE FILTERS OR SIMILAR DEVICES.
- PLANT AND VEHICLES TO BE LOCATED AWAY FROM THE CLOSEST RECEPTOR OR HOUSE IN CLOSED ENVIRONMENTS WHEREVER POSSIBLE.
- COVERING OF ALL LOADS ENTERING OR LEAVING SITE.
- DAMP DOWN SITE DURING WORKING DAY AND AGAIN AT THE END OF THE DAY.
- STORE MATERIALS WITH DUST PRODUCING POTENTIAL AWAY FROM SITE BOUNDARIES AND SHEET, SEAL OR DAMP DOWN STOCKPILES OF EXCAVATED MATERIALS HELD ON SITE.

SUPPRESSION

- WATER DAMPENING MEASURES WILL BE TAKEN IN ORDER TO SUPPRESS ARISING DUST.
- KEEP SITE FENCING, BARRIERS AND SCAFFOLDING CLEAN USING WET METHODS?
- DAMP DOWN EXCAVATION AREAS DURING WORK IF DUST MIGRATION OCCURS.
- DAMP DOWN EXCAVATED SOLI DURING COLLECTION BY GRAB LORRY.
- ENSURING THAT ALL PLANT EQUIPPED WITH DUST SUPPRESSION EQUIPMENT IS CHECKED ON FIRST USE AT SITE, TO ENSURE THAT THIS EQUIPMENT IS FUNCTIONAL AND IS BEING USED.
- USE OF WATER SPRAYS OR POURED WATER TO SUPPRESS DUST DURING CUTTING, ANGLE-GRINDING OR OTHER DUST-GENERATING ACTIVITIES
- WET CLEANING OF HAUL ROUTES AND PUBLIC ROADS AT LEAST WEEKLY, WITH MORE FREQUENT CLEANING WHEN FOUND TO BE NECESSARY.

CONTAINMENT

- IN ORDER TO CONTAIN THE DUST, HOARDING BORDERING OF THE FRONTAGE AND REAR OF PROPERTY WILL BE ERECTED. THE HOARDING WILL ALSO COVER THE EXCAVATION CONVEYOR BELT AND FURTHER SCAFFOLDING AND SHEETING CAN BE ERECTED WHERE REQUIRED.
- ALL WINDOWS AND OPENING WILL BE HELD SHUT THROUGHOUT ANY DUSTY ACTIVITIES.
- ALTERNATE EXISTING 2.4 M HIGH TIMBER HOARDING AT THE FRONT YARD TO ACCOMMODATE TEMPORARY ROOF. THE IDEA IS TO CREATE BEST POSSIBLE BARRIER BETWEEN INTERNAL PROPERTY AND OUTSIDE.
- LOCATE SKIP CONTAINER ON A SUSPENDED BAY ON THE ROAD FOR COLLECTING EXCAVATED SOIL. SILL OFF CONTAINER TO STOP SOIL DUST ESCAPING THE ENCLOSURE.
- CREATE CLOSED BOX AROUND CONVEYOR BELT.
- KEEP ALL WINDOWS AND DOORS LOCKED DURING EXCAVATION.

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.

AT THE TIME OF ANY CONCRETE DELIVERIES, SPECIAL TARPAULIN WILL BE USED TO PROTECT THE PAVEMENT AND THE ROAD FROM SPILLAGE. AT THE TIME OF SOIL REMOVAL ALL DIRT AND DUST WILL BE SWEEPED AND REMOVED AS SOON AS THE TASK IS COMPLETED. IF SIGNIFICANT AMOUNT OF DIRT OR DUST IS SPREAD ONTO PUBLIC HIGHWAY OR PAVEMENT, THE TEAM WILL BE SENT IMMEDIATELY TO HOSE DOWN ALL AFFECTED AREAS.

THERE WILL BE CLEANING EQUIPMENT AVAILABLE (EG: HOSE PIPES, BRUSH, DUST PAN ETC.)

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

PLEASE REFER TO THE ATTACHED QUOTE FROM SES FOR PROCEDURES BEING PUT INTO PLACE FOR MONITORING NOISE AND VIBRATION.

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

A RISK ASSESSMENT HAS BEEN UNDERTAKEN AT PLANNING APPLICATION STAGE, A RISK REGISTER IS HELD AND IS BEING REGULARY REVIEWED.

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](#).

THE DUST MITIGATION MEASURES CHECKLIST AS PREPARED BY THE GLA HAS BEEN REVIEWED AND CHECKED.

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.

PREDICTION LEVEL OF DUST FOR THIS PROJECT IS LOW, NO DUST MONITORS REQUIRED.

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).

PRIOR TO THE WORKS, JK GENERAL BUILDING LTD. WILL INSTRUCT A QUALIFIED PEST CONTROL FIRM TO SURVEY THE PROPERTY TO ESTABLISH THE EXISTENCE OF ANY PESTS IN PARTICULAR RODENTS. IF THERE IS EVIDENCE OF RODENTS FOLLOWING THE SURVEY THEN THE QUALIFIED PEST CONTROL FIRM WILL FOLLOW THE PROCEDURES SET OUT BY THE HSE FOR THE LAYING OF BAITES. THE BAITES BEING APPROVED UNDER THE CONTROL OF PESTICIDES REGULATIONS 1986 (AS AMENDED 1997)/BIOCIDAL PRODUCTS REGULATIONS 2001 (AS AMENDED 2003). AS PART OF THE WORK BY A QUALIFIED PEST CONTROL FIRM JK GENERAL BUILDING LTD. WILL REQUIRE DETAILED METHOD STATEMENTS WHICH CAN BE ISSUED TO THE COUNCIL. IF THERE SHOULD BE EVIDENCE THAT RODENTS LIVE IN THE SEWER SYSTEM, JK GENERAL BUILDING LTD. WILL ENSURE THAT EXISTING DRAINS AND SEWERS SERVING THE BUILDING ARE EITHER SEALED UP AND / OR GRUBBED OUT. DURING THE DEMOLITION WORKS THE MONITORING FOR THE EVIDENCE OF RODENTS WILL CONTINUE. EVIDENCE OF THE PEST CONTROL THAT HAS TO BE CARRIED OUT WILL BE PROVIDED TO THE COUNCIL IN THE FORM OF PAYMENT SURVEY REPORTS, METHOD STATEMENTS AND PAYMENT RECEIPTS FOR THE WORKS CARRIED OUT BY THE PEST CONTROL FIRM.

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

AN ASBESTOS SURVEY HAS BEEN CARRIED OUT PRIOR THE CLIENT BOUGHT THE PROPERTY AND NO ASBESTOS WAS FOUND.

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.

JK GENERAL BUILDING LTD., AS A STANDARD MEASURE, ORGANISES SITES WITH SUITABLE SMOKING AREAS. AS A GENERAL RULE ALL MANAGERS AND FOREMAN'S CONTROL AND TACKLE BAD LANGUAGE AND UNNECESSARY SHOUTING ON SITES. WORKERS BREAKING THE STANDARD RULES ARE REMINDED OF THE POLICY. THOSE NOT COMPLYING WITH OUR STANDARD RULES ARE REMOVED FROM SITE.

JKGB WILL ENSURE THAT A LAMINATED SIGN IS POSTED ON THE ENTRY TO THE SITE IN THE PUBLIC REALM FOR ALL NEIGHBOURS TO SEE WHICH INCLUDES THE CONTACT DETAILS OF WHO TO SPEAK WITH IN THE EVENT OF A COMPLAINT AND THE DEDICATED STAFFED NUMBER ON WHICH TO CALL.

THE CONTRACTOR WILL ENSURE THAT A COMPLAINTS REGISTER IS KEPT ON SITE AND MADE AVAILABLE AS REQUESTED.

SHOULD COMPLAINTS BE RECEIVED CONCERNING WORKS / ACTIVITIES THEN ALL WORKS / ACTIVITIES BEING THE CAUSE OF THE COMPLAINT MUST CEASE WITHIN REASON UNTIL SUCH TIME AS FURTHER AGREEMENT TO WORK IS NEGOTIATED.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): CONSTRUCTION TIME PERIOD IS 16 WEEKS, STARTING IMMEDIATELY AFTER DRAFT CMP IS APPROVED
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): 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:
MACHINERY CURRENTLY BEING REGISTERED (ONLY 1 DIGGER NEEDED), EVIDENCE TO BE PROVEDED LATER
- 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: 02. SEPTEMBER 2016

Print Name: JONATHAN BILGESHAUSEN

Position: ASSOCIATE

Please submit to: planningobligations@camden.gov.uk

End of form.

GENERAL NOTES:
 DO NOT SCALE FROM THIS DRAWING
 ALL DIMENSIONS TO BE CHECKED ON SITE
 ANY OMISSIONS OR DISCREPANCIES TO BE
 REPORTED TO THE ARCHITECT IMMEDIATELY
 IF IN DOUBT ASK



1 SITE LOCATION
 1:500

| | | | | | | | | | |
|--|-----|------|-------|--|-----------------|----------|---|--------------------|---------------|
| Finkernagel Ross Architects Third Floor, Unicorn House 221-222 Shoreditch High Street London E1 6PJ Tel: 020 7377 5114 info@finkernagelross.com www.finkernagelross.com | | | | CLIENT | DRAWING STATUS | | PROJECT | DRAWING NO | REVISION |
| | | | | BARBARA STORCH & MAYAMIKO KACHINGWE | PLANNING | | 21 BOSCASTLE ROAD, LONDON, NW5 1EG | 21BOS-CMP01 | P1 |
| | REV | DATE | NOTES | DR | DRAWN | DR. DATE | CHECKED | SCALE | SHEET SIZE |
| | | | | HM | 09/02/2016 | JB | 1:500 @ A3 | A3 | SITE LOCATION |

GENERAL NOTES:
 DO NOT SCALE FROM THIS DRAWING
 ALL DIMENSIONS TO BE CHECKED ON SITE
 ANY OMISSIONS OR DISCREPANCIES TO BE
 REPORTED TO THE ARCHITECT IMMEDIATELY
 IF IN DOUBT ASK

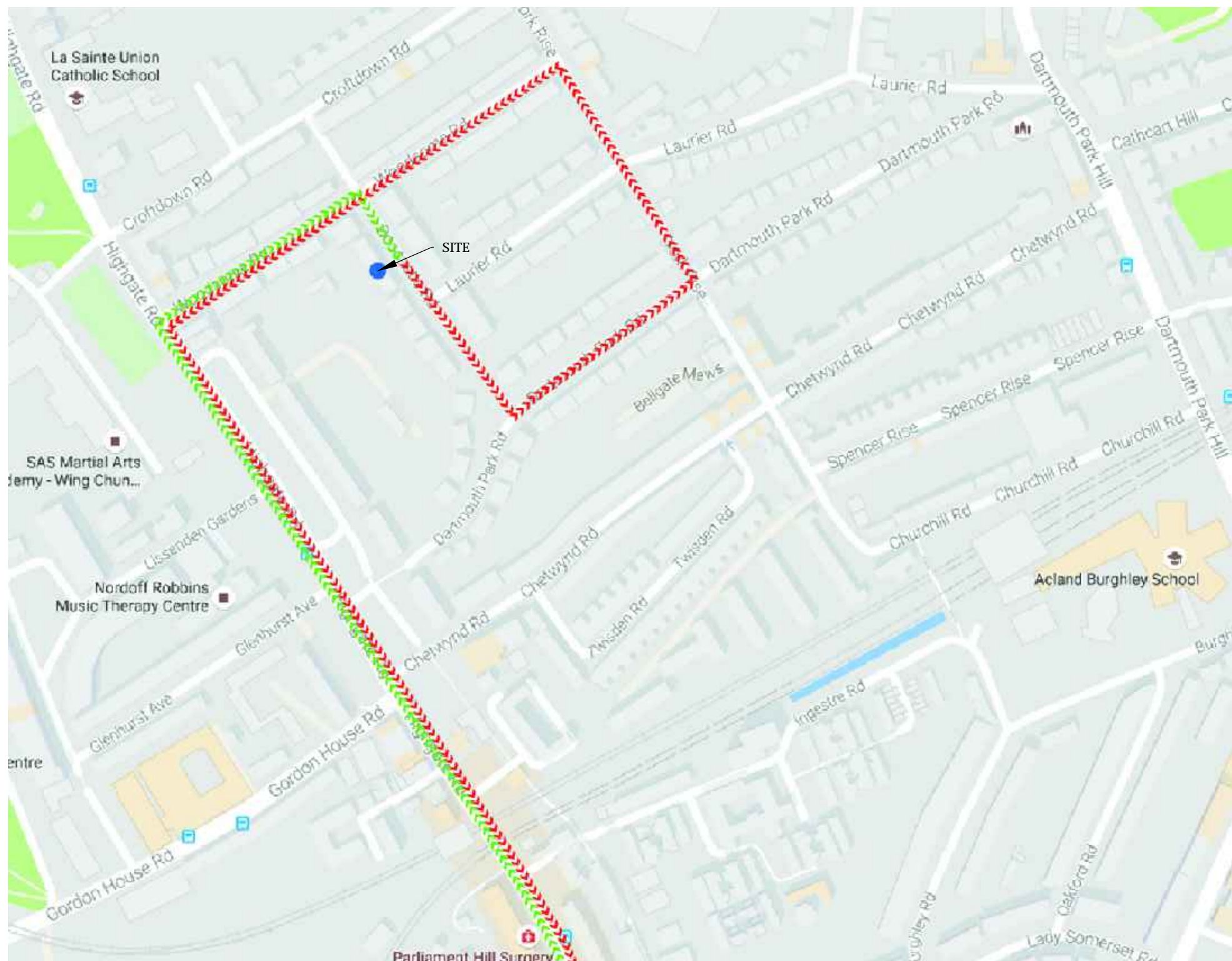
NB:
 SITE OFFICE WILL BE LOCATED ON
 GROUND FLOOR LEVEL.
 CONFIRMATION TO BE PROVIDED
 ONCE CONTRACTOR HAS BEEN
 APPOINTED



1 PROPOSED TEMPORARY ARRANGEMENT
 1:250

| | | | | | | | | | |
|--|-----|------|-------|-------------------------------------|----------------|-----------------|---|--------------------|--|
| Finkernagel Ross Architects Third Floor, Unicorn House 221-222 Shoreditch High Street London E1 6PJ Tel: 020 7377 5114 info@finkernagelross.com www.finkernagelross.com | | | | CLIENT | DRAWING STATUS | | PROJECT | DRAWING NO | REVISION |
| | | | | BARBARA STORCH & MAYAMIKO KACHINGWE | | PLANNING | 21 BOSCASTLE ROAD, LONDON, NW5 1EG | 21BOS-CMP02 | P1 |
| | REV | DATE | NOTES | DR | DRAWN | DR. DATE | CHECKED | SCALE | SHEET SIZE |
| | | | | HM | 09/02/2016 | JB | 1:250 @ A3 | A3 | PROPOSED TEMPORARY CONSTRUCTION ARRANGEMENTS |

GENERAL NOTES:
 DO NOT SCALE FROM THIS DRAWING
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 REPORTED TO THE ARCHITECT IMMEDIATELY
 IF IN DOUBT ASK

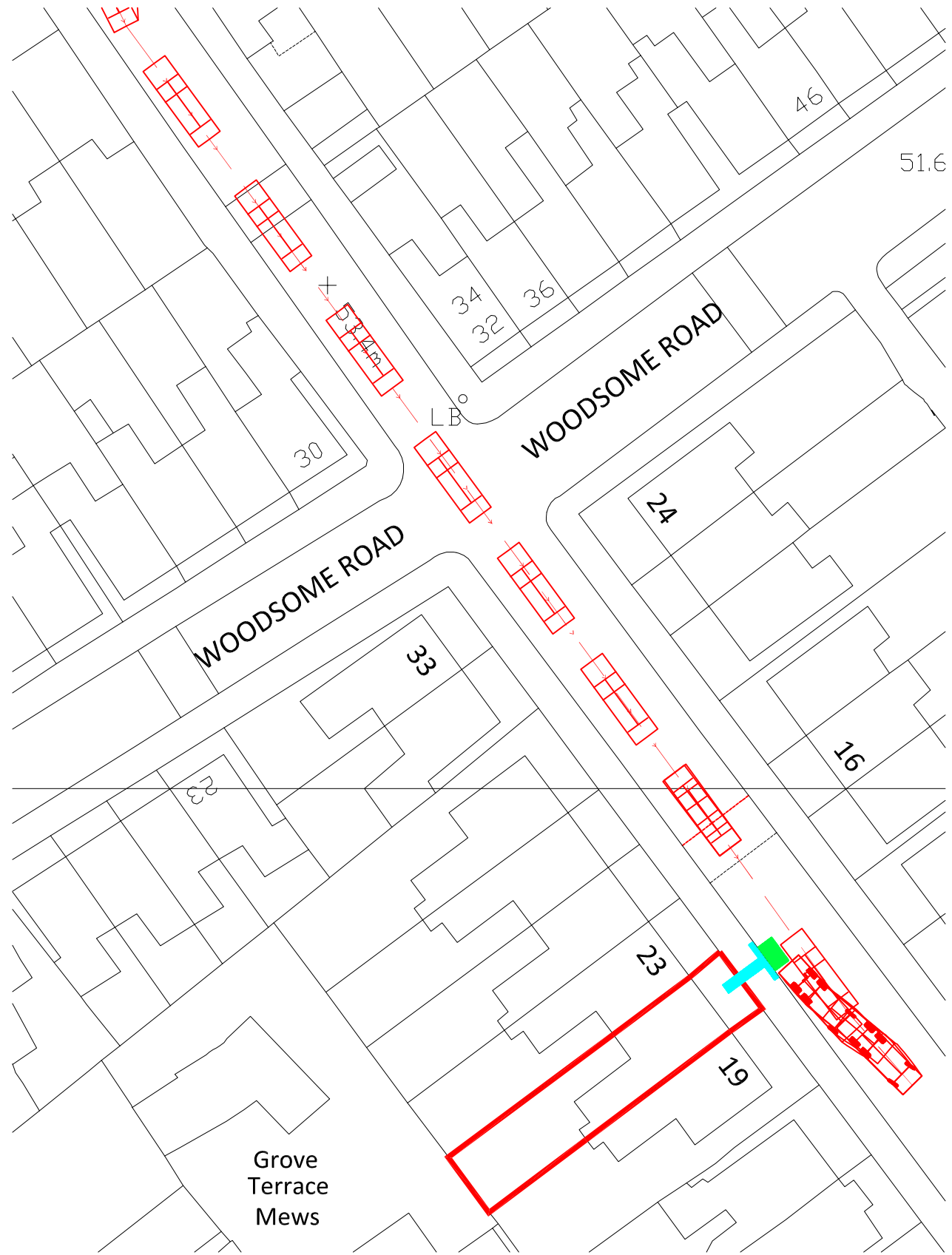


1 PROPOSED ROUTEING
 N/A

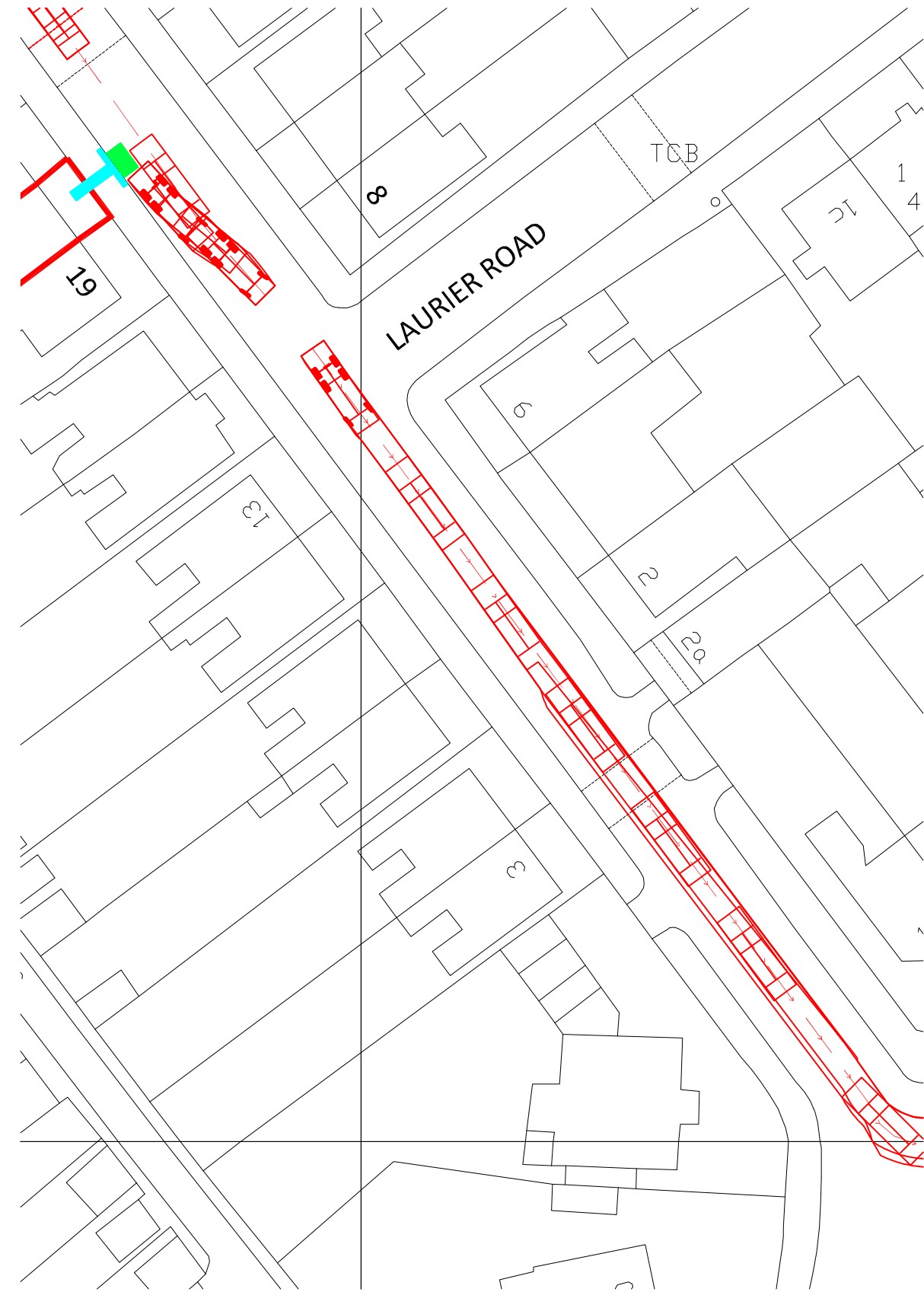
| | | | | | | | | | | | |
|--|--------------------------------------|---|----------------|-------------------------------------|---------------------------|---------|-----------------|------------|------------------------------------|-------------|----------|
| FINKERNAGEL ROSS Third Floor, Unicom House 221-222 Shoreditch High Street London E1 6PJ Tel: 020 7377 5114 info@finkernagelross.com www.finkernagelross.com | — ROUTE TO SITE — ROUTE FROM SITE | P2 21.10.16 CMP Revision P1 09.02.16 CMP | HM HM DR | CLIENT | | | DRAWING STATUS | | PROJECT | DRAWING NO | REVISION |
| | | | | BARBARA STORCH & MAYAMIKO KACHINGWE | | | PLANNING | | 21 BOSCASTLE ROAD, LONDON, NW5 1EG | 21BOS-CMP03 | P2 |
| | | | | DRAWN | DR. DATE | CHECKED | SCALE | SHEET SIZE | DRAWING TITLE | | |
| HM | 21/10/2016 | JB | N/A @ A3 | A3 | PROPOSED VEHICLE ROUTEING | | | | | | |

GENERAL NOTES:

DO NOT SCALE FROM THIS DRAWING
ALL DIMENSIONS TO BE CHECKED ON SITE
ANY OMISSIONS OR DISCREPANCIES TO BE
REPORTED TO THE ARCHITECT IMMEDIATELY
IF IN DOUBT ASK



1 PROPOSED ROUTE - ENTRY
1:500

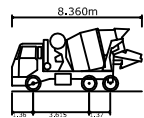


2 PROPOSED ROUTE - EXIT
1:500

Finkernagel Ross Architects

Third Floor, Unicorn House
221-222 Shoreditch High Street
London E1 6PJ

Tel: 020 7377 5114
info@finkernagelross.com
www.finkernagelross.com



| | |
|-----------------------------|--------|
| Concrete Mixer | 8.360m |
| Overall Length | 8.360m |
| Overall Width | 2.590m |
| Overall Height | 4.027m |
| Min Body Ground Clearance | 0.358m |
| Max Track Width | 2.413m |
| Lock to Lock Time | 6.00s |
| Kerb to Kerb Turning Radius | 8.210m |

| REV | DATE | NOTES | DR |
|-----|------|-------|----|
|-----|------|-------|----|

| CLIENT | | | DRAWING STATUS | | PROJECT | DRAWING NO | REVISION |
|-------------------------------------|------------|---------|----------------|------------|---|--------------------|----------|
| BARBARA STORCH & MAYAMIKO KACHINGWE | | | CMP | | 21 BOSCASTLE ROAD, LONDON, NW5 1EG | 21BOS-CMP04 | |
| DRAWN | DR. DATE | CHECKED | SCALE | SHEET SIZE | DRAWING TITLE | | |
| HM | 09/02/2016 | JB | 1:500 @ A3 | A3 | PROPOSED SWEPT PATH ANALYSIS FOR CONCRETE MIXER | | |

FINKERNAGEL ROSS

Our ref: 21BOS-C-MC-LT161021
Your ref: n/a

21. October 2016

Homeowners
10 / 12 / 14 / 19A / 19B / 23
Boscastle Road
London
NW5 1EE

To the homeowners,

**Re: 10 / 12 / 14 / 19A / 19B / 23 Boscastle Road, NW5 1EE
Basement Building Works 21 Boscastle Road**

We would like to inform that building works to construct a basement below number 21 Boscastle Road are due to start soon.

We can appreciate that you may have questions or concerns about the works being commenced very soon. In an effort to introduce ourselves and address any issues you may have we would like to invite you to come and meet us on site on November 2nd from 8:00 – 12:00. Should you not be able to attend at this time and want to discuss matters please do get in touch and we will arrange a mutually suitable time.

As part of normal planning procedures we, along with Camden Council are currently reviewing and finalising a Construction Management Plan (CMP) for the works on site. This CMP contains all necessary contact information which we also outline below. The final CMP will be available upon request and on Camden's website after implementing all comments but it should be noted that this is a live document which is updated as matters on site proceed.

Finally, if you could provide us with a name and email address, we will notify you in advance with regards to the start on site and prior to all major construction works throughout.

Please don't hesitate to contact us or the contractors should there be any questions.

JK General Building Ltd

Patryk Knapik
07387 300 480
info@jkgeneralbuilding.co.uk

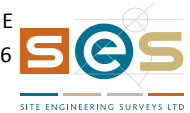
Finkernagel Ross Architects

Catherine Finkernagel / Jonathan Bilgeshausen / Hylton Mallett
020 7377 5114
info@finkernagelross.com

Kind Regards,

Catherine Finkernagel

RIBA



1 Structural Monitoring

| Item | Description | Duration | Frequency | Quantity | Unit Price | Total |
|------------|---|----------|-------------|----------|---------------------|-------------------|
| 1.1 | Instrumentation | | | | | |
| 1.1.1 | 3D Reflective Targets | | | 20 | | |
| 1.2 | Installation and Base Readings | | | | | |
| 1.2.1 | Supply and installation of monitoring Targets | | | | £ | 270.00 |
| 1.2.2 | Control establishment, Base readings and Compilation of the Installation Report | | | | £ | 795.00 |
| | | | | | Sub Total: | £ 1,065.00 |
| 1.3 | Monitoring Visits - Including PDF Report | | | | | |
| | <i>Duration - 16 weeks</i> | | | | | |
| 1.3.1 | Survey visit - <i>Prior to works</i> | - | 2 visits | 2 | £ 300.00 | £ 600.00 |
| 1.3.2 | Survey visit - <i>During construction of basement</i> | 6 weeks | weekly | 6 | £ 300.00 | £ 1,800.00 |
| 1.3.3 | Survey visit - <i>For the duration of program</i> | 10 weeks | fortnightly | 5 | £ 300.00 | £ 1,500.00 |
| 1.3.4 | Survey visit - <i>Thereafter</i> | 3 months | monthly | 3 | £ 300.00 | £ 900.00 |
| | | | | | Sub Total: | £ 4,800.00 |
| | | | | | Grand Total: | £ 5,865.00 |

Notes: The monitoring points will be installed at the approximate locations indicated on the marked-up drawing 160915 TW20, included in the Monitoring Proposal 1787-MS.

The exact location of the targets will be determined by line of sight from the survey stations.

It is proposed to establish survey station in the back garden of 21 Boscastle Road, to survey points on the rear elevation. Regular access to this survey station location will need to be provided by the client.

Control reflective targets are to be established on the neighbouring buildings outside of the site's zone of Influence. Access and permissions to be arranged by others prior to the installation works.

Access to the installation locations for all points and to the survey station locations will need to be provided by the client.

Monitoring Targets will be surveyed 3-dimensionally with an accuracy better than $\pm 2\text{mm}$.

The base readings will consist of 3nr independent readings.

Rate for monitoring includes Surveyor and Assistant, all equipment, data processing and issuing of monitoring report. This rate is applicable for normal weekdays (Mon-Fri) only and does not include weekend and bank holiday works.

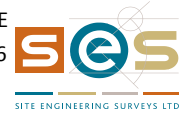
Visits are priced assuming all the instrumentation can be read on each visit. Should this be not possible, additional visits will have to be scheduled and charged separately.

This quotation does not make allowance for the removal of the targets upon project completion.

This quotation excludes VAT.

Client: **Finkernagel Ross Architects Ltd**
 Project: **21 Boscastle Road**

Ref: 1787-MS rev E
 Issued: 26/10/2016



2 Environmental Monitoring

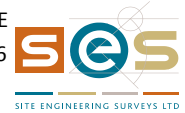
| Item | Description | Duration | Frequency | Quantity | Unit Price | Total |
|--|---|----------|-----------|----------|---|-------------------|
| 2.1 | Instrumentation: | | | | | |
| 2.1.1 | Sound Monitors | | | 2 | | |
| 2.1.2 | Vibration Monitors | | | 2 | | |
| 2.2 | Installation and Removal of long term instruments: | | | | | |
| 2.2.1 | Installation of Units | | | 4 | £ 140.00 | £ 560.00 |
| 2.2.2 | Removal of Units | | | 4 | £ 70.00 | £ 280.00 |
| | | | | | Sub Total: | £ 840.00 |
| 2.3 | Instrumentation Hire: | | | | | |
| <i>Duration - 17 weeks (1 week of base readings and 16 weeks during works)</i> | | | | | | |
| 2.3.1 | Sound Monitoring - Ambient/background survey, with technician - full day | 1 day | - | 1 | £ 372.00 | £ 372.00 |
| 2.3.2 | Sound Monitoring - Short term monitoring, once per week for 2 hours and where requested in the event of further investigation caused by trigger breaches. | TBA | weekly | 1 | £ 232.00 | rate per visit |
| 2.3.3 | Sound Monitoring - long term monitoring | 17 weeks | weekly | 2 | £ 92.00 | £ 3,128.00 |
| 2.3.4 | Vibration Monitoring - long term monitoring | 17 weeks | weekly | 2 | £ 88.00 | £ 2,992.00 |
| 2.3.5 | Implementation of text alarm system | | | | - Text alerts - will be charged at 7 pence per text | |
| 2.3.6 | Callout charge | | | | £ 140.00 | rate per callout |
| | | | | | Sub Total: | £ 6,492.00 |
| 2.4 | Reporting: | | | | | |
| 2.4.1 | PDF Reporting | 18 weeks | weekly | per week | £ 40.00 | £ 720.00 |
| | | | | | Sub Total: | £ 720.00 |
| | | | | | Total *: | £ 8,052.00 |

* The total value does not include cost in item 2.3.2, subject to provision of the duration

Notes: A 110V or 240V power supply to the monitoring units will need to be provided.
 The Sound Level Meter units will be a Class 1 units.
 Access to the installation location will need to be provided by the client.
 The hire rates described above are applicable for the monitoring periods stipulated. If the hire period is amended, the rate may be revised.
 The hire rate includes the supply of sim cards, period calibrations and general maintenance
 This quotation excludes VAT.

Client: **Finkernagel Ross Architects Ltd**
Project: **21 Boscastle Road**

Ref: 1787-MS rev E
Issued: 26/10/2016



Summary of Costs

| Item | Description | Total |
|---------------------|--------------------------|--------------------|
| 1 | Structural Monitoring | £ 5,865.00 |
| 2 | Environmental Monitoring | £ 8,052.00 |
| Grand Total: | | £ 13,917.00 |

Notes: This quotation excludes VAT.