Construction Management Plan

pro forma v2.1

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10/01/2018	01	Dominick Gallagher
07/03/2018	02	Dominick Gallagher

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

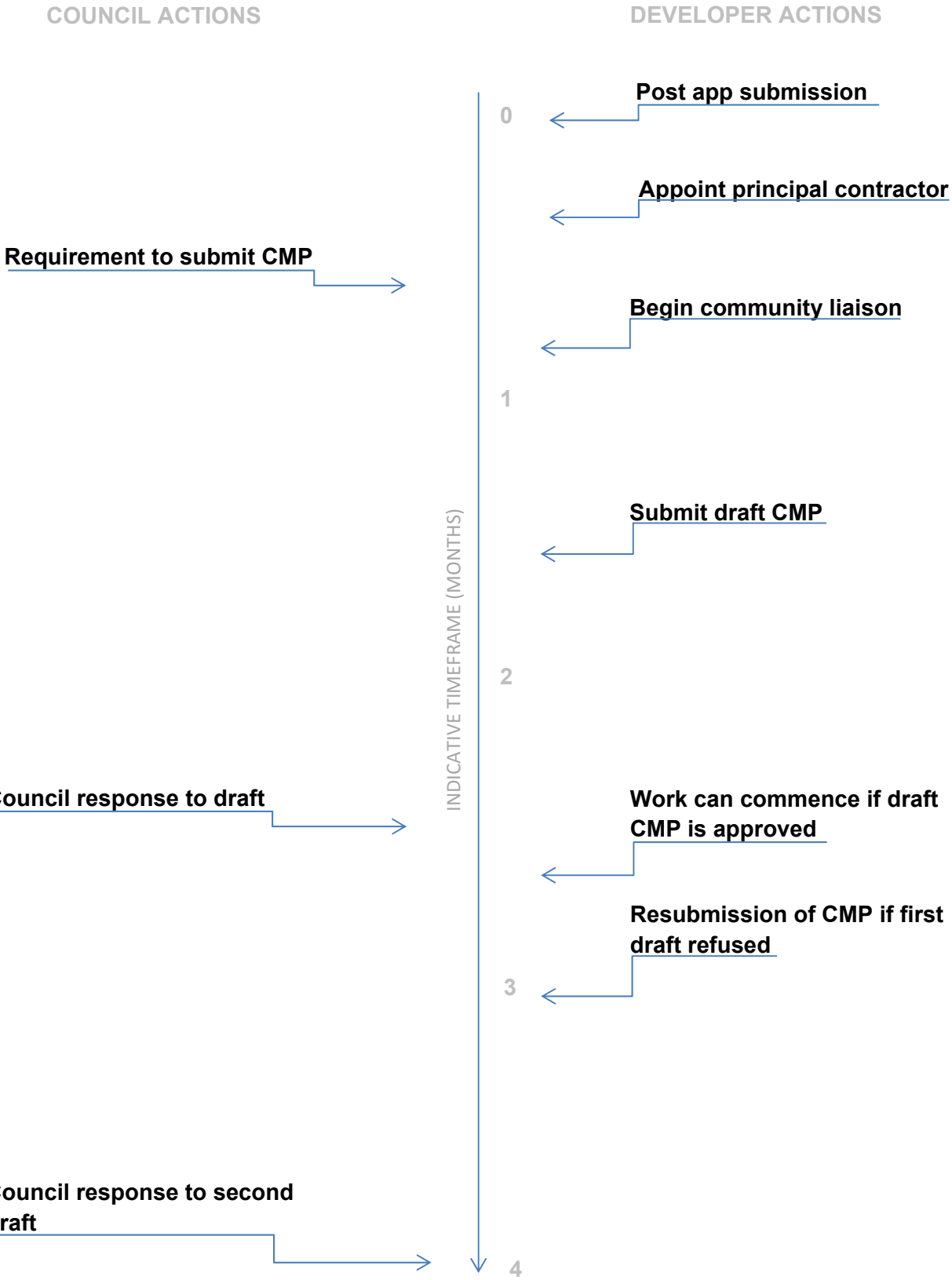
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe


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

Contact

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

Address: 50 Redington Road, London, NW3 7RS

Planning ref: 2014/4531/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: Dominick Gallagher

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

Email: dominick.gallagher@knightbuild.co.uk

Phone: 01277 810777 and 07903 884883

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Gabriel Knight

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

Email: Gabriel.knight@knightbuild.co.uk

Phone: 01277 810777 and 07961 020975

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: Alex Perehinec

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

Email: alex.perehinec@knightbuild.co.uk

Phone: 01277 810777 and 07946 323798

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: Dominick Gallagher

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

Email: dominick.gallagher@knightbuild.co.uk

Phone: 01277 810777 and 07903 884883

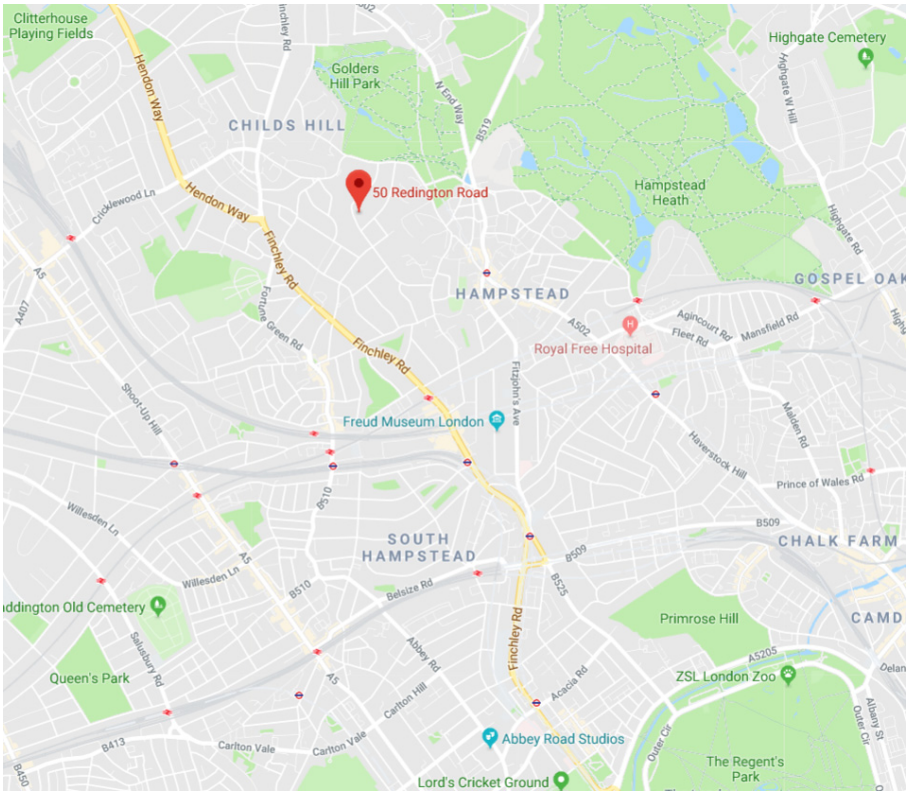
Site

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

The site is 0.0624ha and accommodates a single dwelling, 50 Redington Road. The site is located within the Frognal and Fitzjohns ward, in the Redington and Frognal Conservation Area of the Borough of Camden. It is an established residential area within a very short distance from Hampstead Heath, an area of Metropolitan Open Land.

As depicted in Redington Frognal Conservation Area Statement adopted in 2003, the houses in the vicinity are of differing architectural styles. Redington Road features a wide range of early 20th century architecture along its length and primarily Edwardian or neo-Georgian eight-bedroomed mansions.

The site location is identified below:



The development proposals include the demolition of the existing dwelling and development of a single dwelling with double storey basement and associated hard and soft landscaping.

The site boundary is identified below:

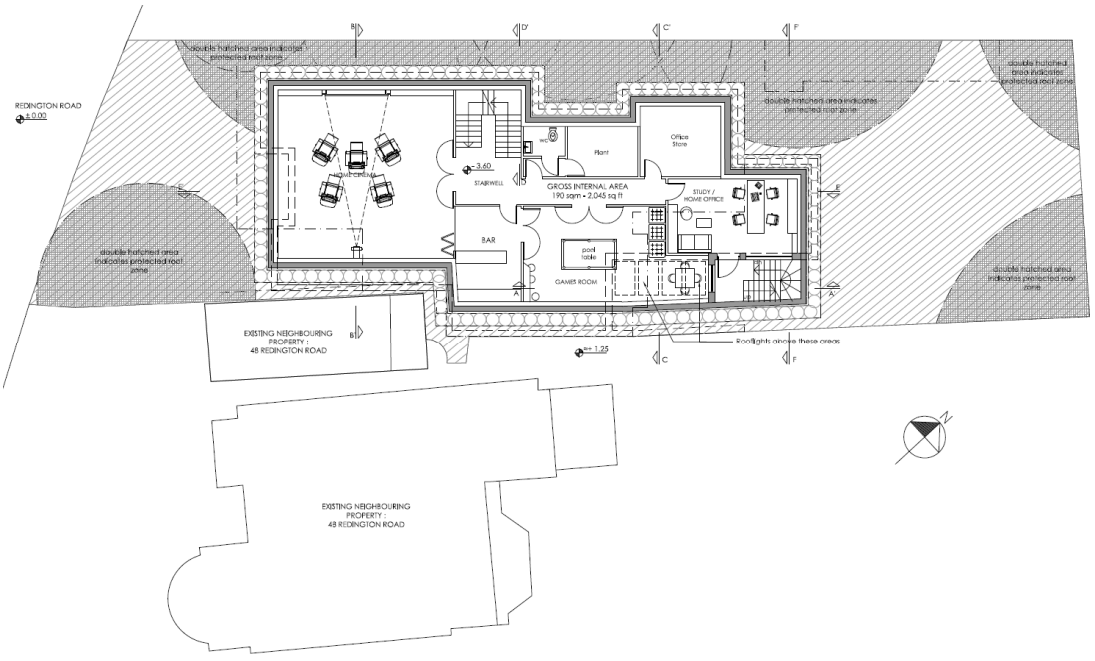
7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The site is 0.0624ha and currently accommodates a single dwelling 3 storey detached property constructed circa 1970.

The proposed works involve the demolition of the existing detached residential dwelling and the erection of a new larger residential dwelling with a double level basement and a lower ground floor set into the slope of the site.

The main construction works will include, demolition, piling, excavation, concrete frame construction for both substructure and superstructure and appropriate waterproofing. The building envelope will have a traditional aesthetic quality, using handmade brickwork with a pitched roof, combined with timber elements. The front elevation - the public face of the house - with its double gables and features such as the shaped barge boards, box dormer window and delicately detailed central bay window, will have a formal appearance and hard and soft landscaping will be finished to an exceptional quality.

Development works will take place in close proximity to 48 Redington Road external garage as per the below, which will be appropriately protected at all times and works carried out in accordance with the approved Party Wall Methodology.



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.).

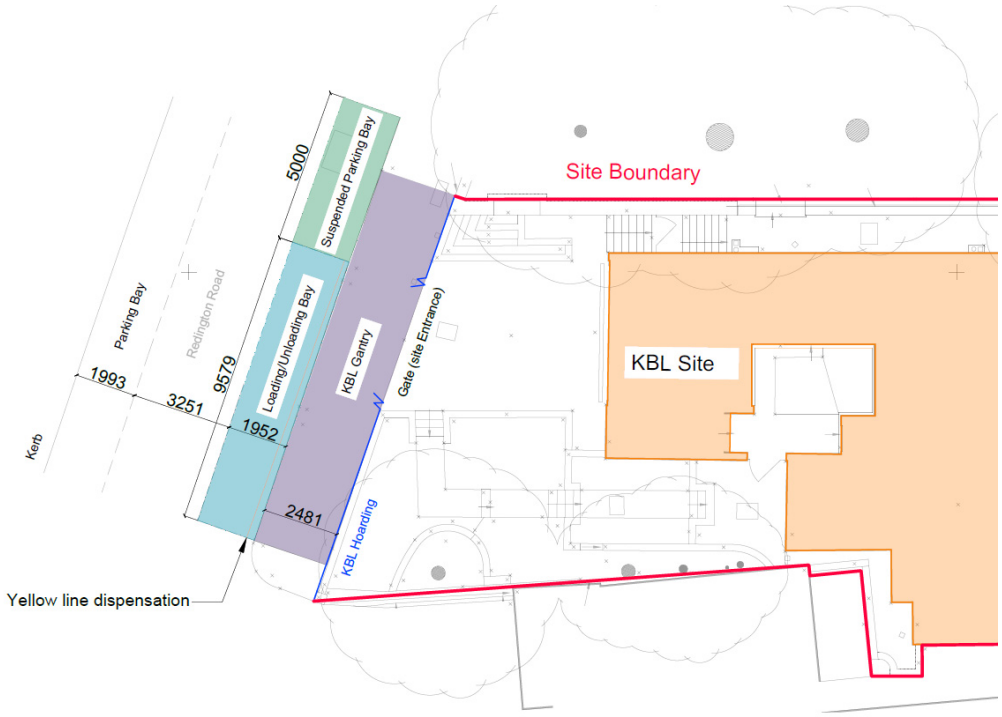
Three residential properties:

- 48 Redington Road
- 52 Redington Road
- 69 Redington 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.

The below plan provides detail relating to the local highway network in particular on-street parking bay locations and footway extents, along with the proposed site layout where there is an interface with the local highway network. The full scaled drawing has been attached (refer Appendix 1).

There are no cycle lanes along Redington Road, Templewood Avenue or W Heath Road which is the proposed access route for construction vehicles (refer Section 20 below).



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).

The below provides an estimate for the programme durations. These durations will be confirmed along with start and end dates.

TASK	DURATION	START/END DATE
Site Set Up and Demolition	2 months	TBC
Substructure & Superstructure	12 months	TBC
Fit Out & External Works	5 months	TBC

The overall programme duration will be around 16 months in total as tasks / activities overlap.

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

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

Normal hours of work will be:

Mon – Fri 8am – 6pm

Saturday 8am – 1pm (By arrangement only)

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

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

Existing electricity supply will be disconnected by UKPN and a 3 phase, 200amp, 70kva Temporary Builders supply will be installed for use during construction works.

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

A new drainage connection to the existing sewer will also be required.

A new gas supply will be required on completion of the project.

It is hoped that the existing 3 phase temporary builder's supply will be used for the new

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.

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

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

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

Please see attached consultation tracker in Appendix A2.

We will continue to deal with all queries throughout the duration of the project and not just as an initial consultation.

14. Construction Working Group

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

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

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

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

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

15. Schemes

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

Knight Build is a Partner Member of the Considerate Constructors Scheme and award winner at the 2017 annual awards. Knight Build was recognised with a National Company Gold award and runner-up in the Most Considerate Company award category.

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

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

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

Knight Build is also a supporter of CLOCS the standard for construction logistics (CLOCS – Construction Logistics and Cyclist Safety).

CLOCS Looking out for vulnerable road users


FORS Gold

Knight Build Ltd

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

Single Operating Centre Accreditation applies to the following location only: CM13 3HD

This certificate is valid from 17/11/17 to 16/11/18 and remains valid as long as FORS requirements continue to be maintained.

Kevin Richardson
on behalf of the Fleet Operator Recognition Scheme

FORS ID : 003352

CLOCS Construction Logistics and Community Safety

Camden

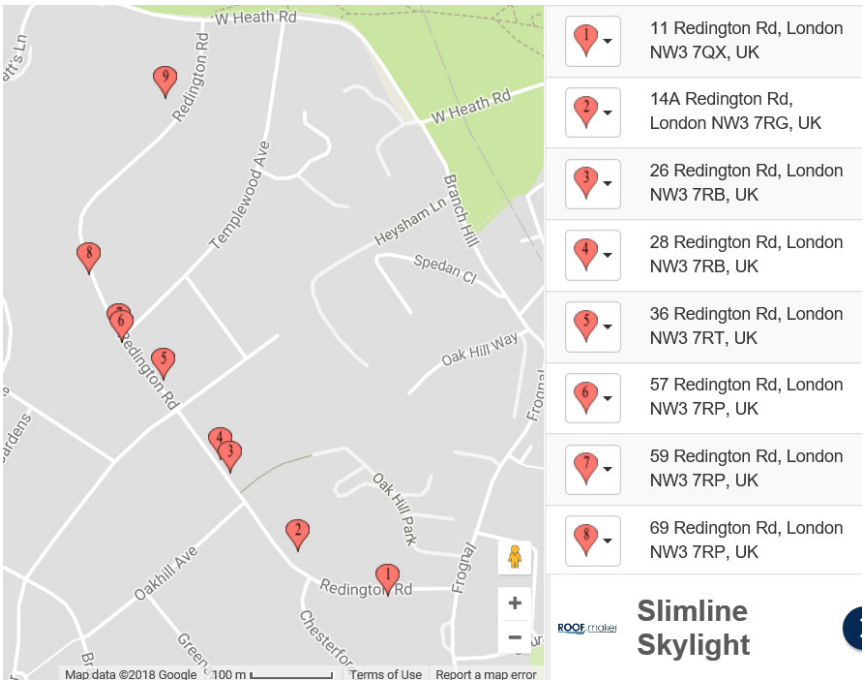
16. Neighbouring sites

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 several proposed developments along Redington Road which have either had planning granted or have submitted a planning application and are awaiting a decision.

Sites of interest are as follows :

- 11 Redington Road;
- 14A Redington Road;
- 26 Redington Road;
- 28 Redington Road;
- 36 Redington Road;
- 57 Redington Road;
- 59 Redington Road;
- 69 Redington Road;
- 93 Redington Road.



KBL will monitor the planning portal throughout the duration of the project and ensure that all existing and new developments are informed of our works and progress so that regular dialogue can be established between all developers in close proximity to the project.

Please see Construction Traffic Management Plan in Appendix A1 for how Knight Build intends to manage vehicles visiting site.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

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

CLOCS Considerations

17. Name of Principal contractor:

Knight Build Limited.

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).

In order to ensure all contractors, delivery companies, and visitors are aware of the traffic routes and restrictions, a number of methods will be implemented. A copy of the agreed routes to and from site along with all restrictions will be sent to all delivery and collection companies when orders are placed and only agreement of these routes and restrictions will allow the order to be signed and placed.

Verbal briefings within the site induction to all contractors and visitors to site. This information will include the implications of not complying with the guidelines and the effect this will have on future business.

Using these methods we will ensure that we and our subcontractors will meet the standards outlined in the CLOCS and FORS standards including improving vehicle safety by regular inspection and fitment of appropriate safety equipment to existing vehicles.

We will ensure that road safety is considered as important as health and safety on site.

Drivers will have CPC/CPCS certification and will maintain continual improvement by attending relevant training courses.

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

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

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

Knight Build Ltd is also Gold accredited Member of FORS and is automatically seen to be practicing CLOCS as FORS Silver is aligned to the requirements of CLOCS.

All of our supply chain is requested to have a Bronze FORS membership at a minimum and abide by the CLOCS standard and drivers will have undertaken Safe Urban Driver training as part of the CPC requirement.

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.

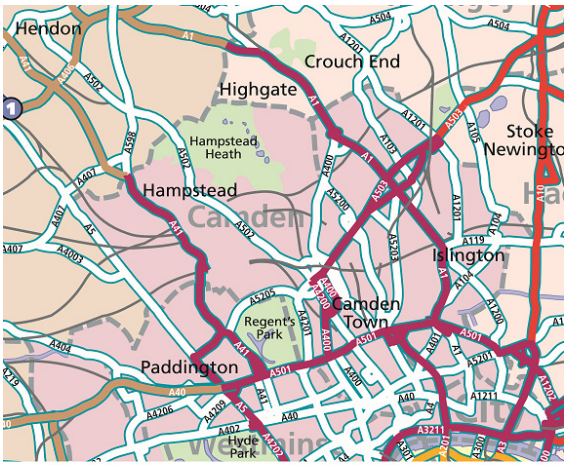
20. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

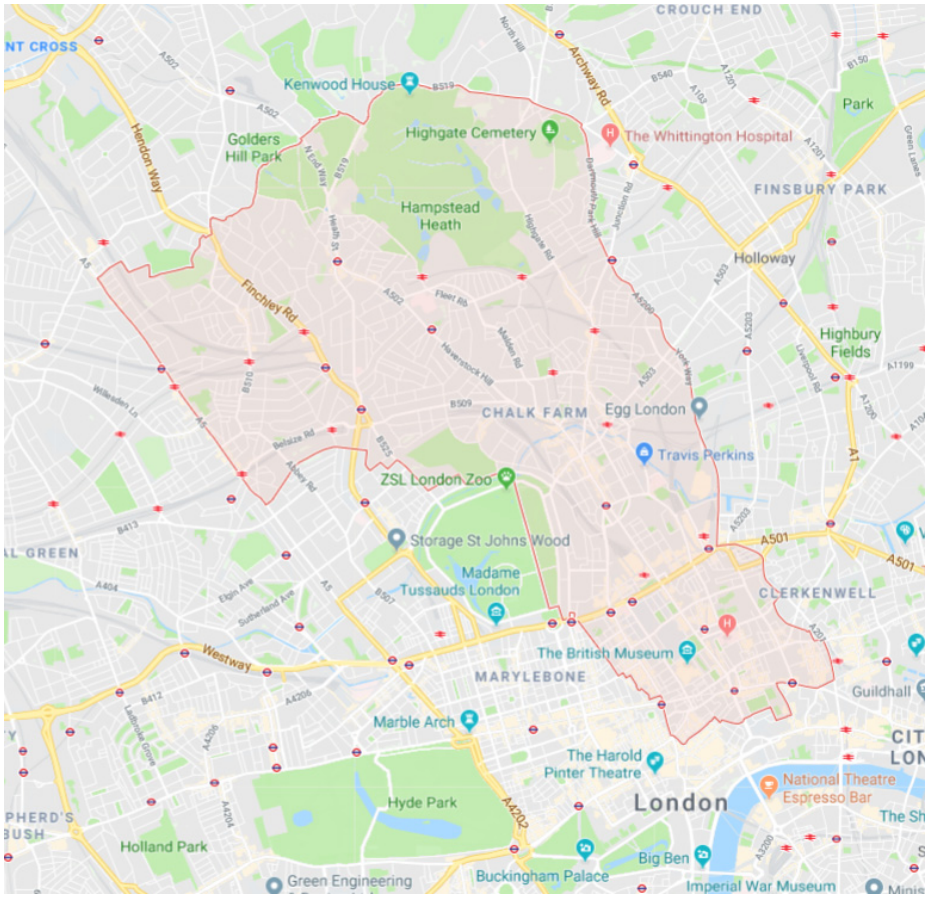
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes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

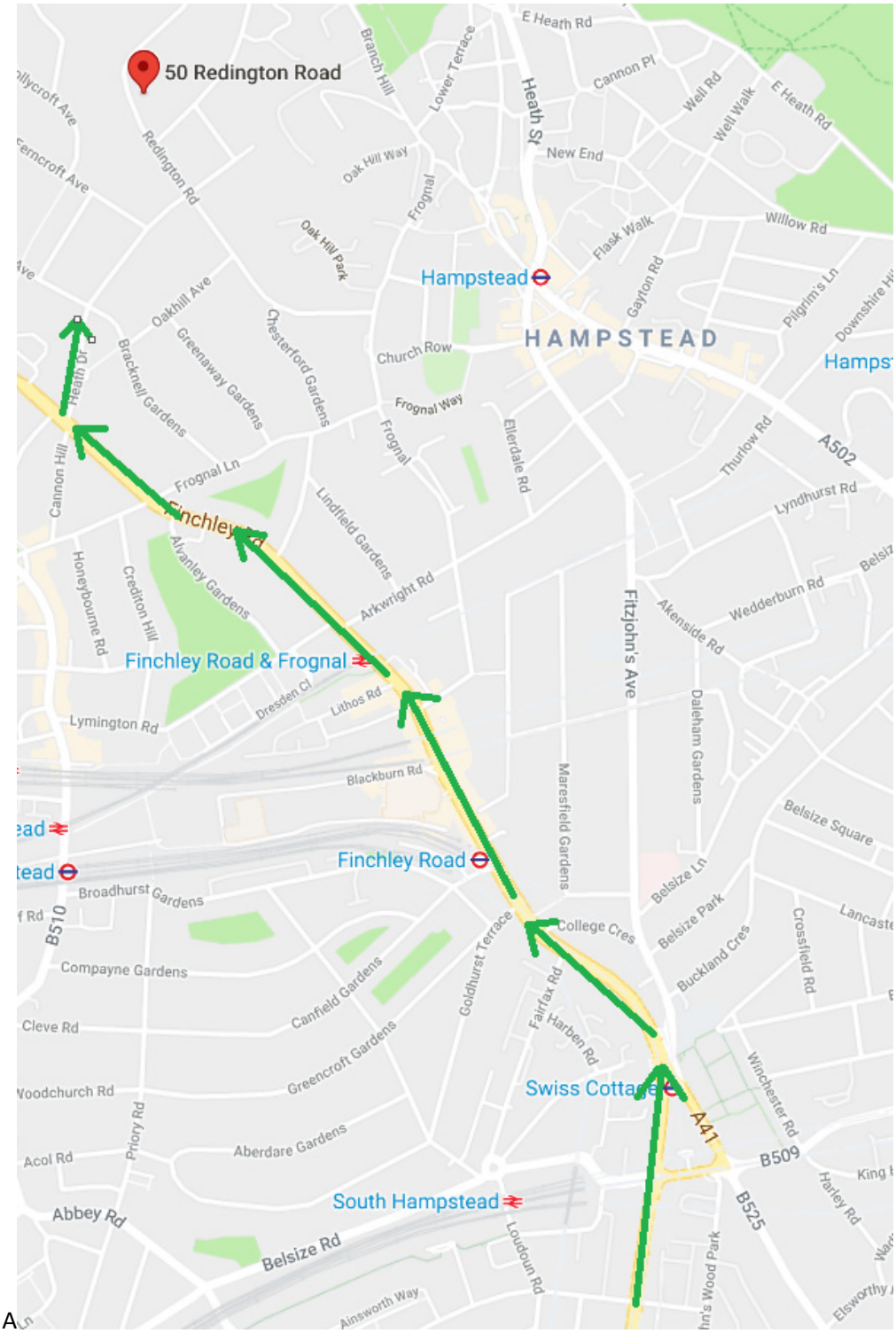
The below maps and plans details an extract from the TFL Strategic Road Network / TFL Base Map Master showing the local highway network layout in and around the Camden vicinity:





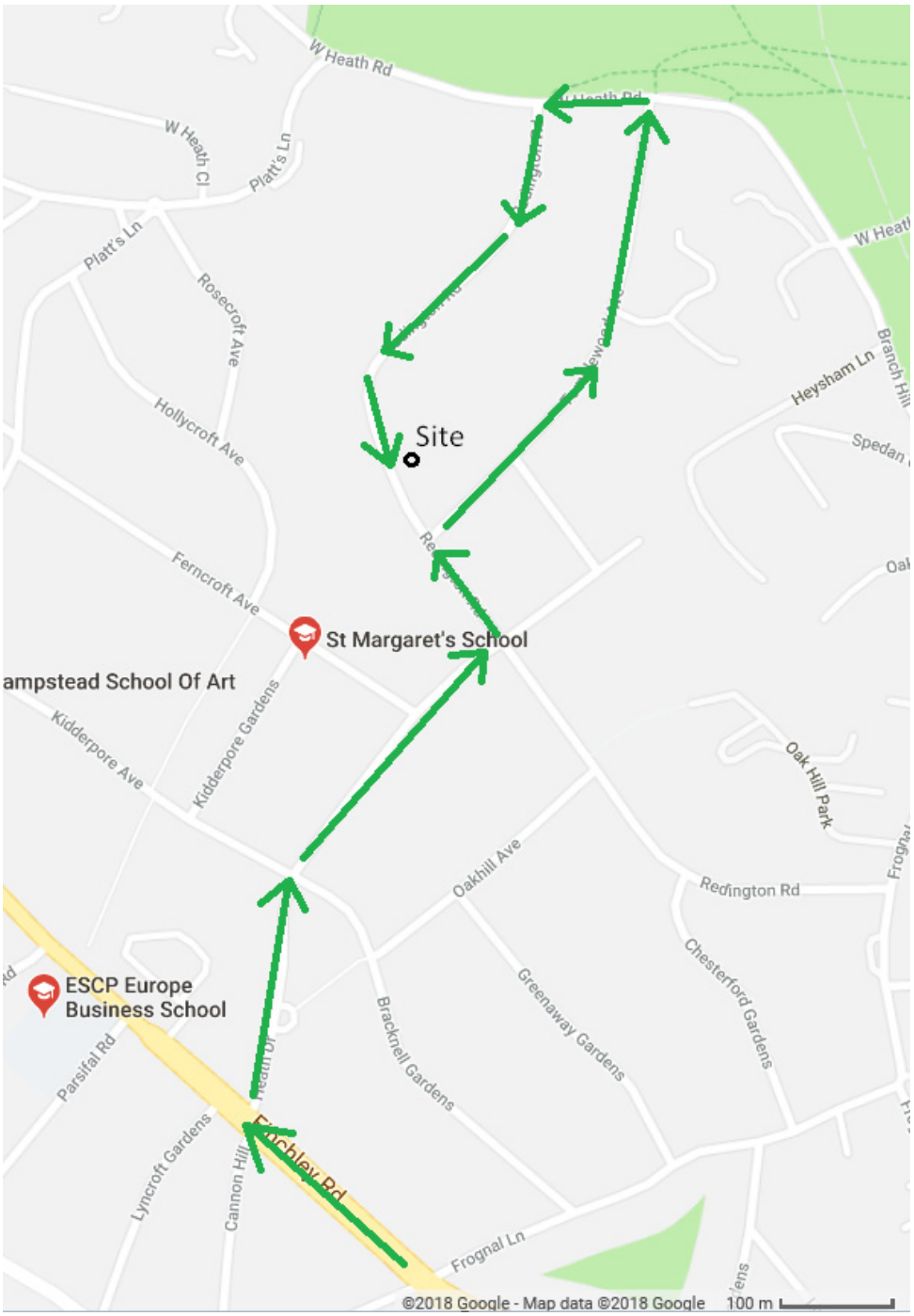
Approaching Site from the South:

The below maps detail the proposed route to site from the borough boundary:



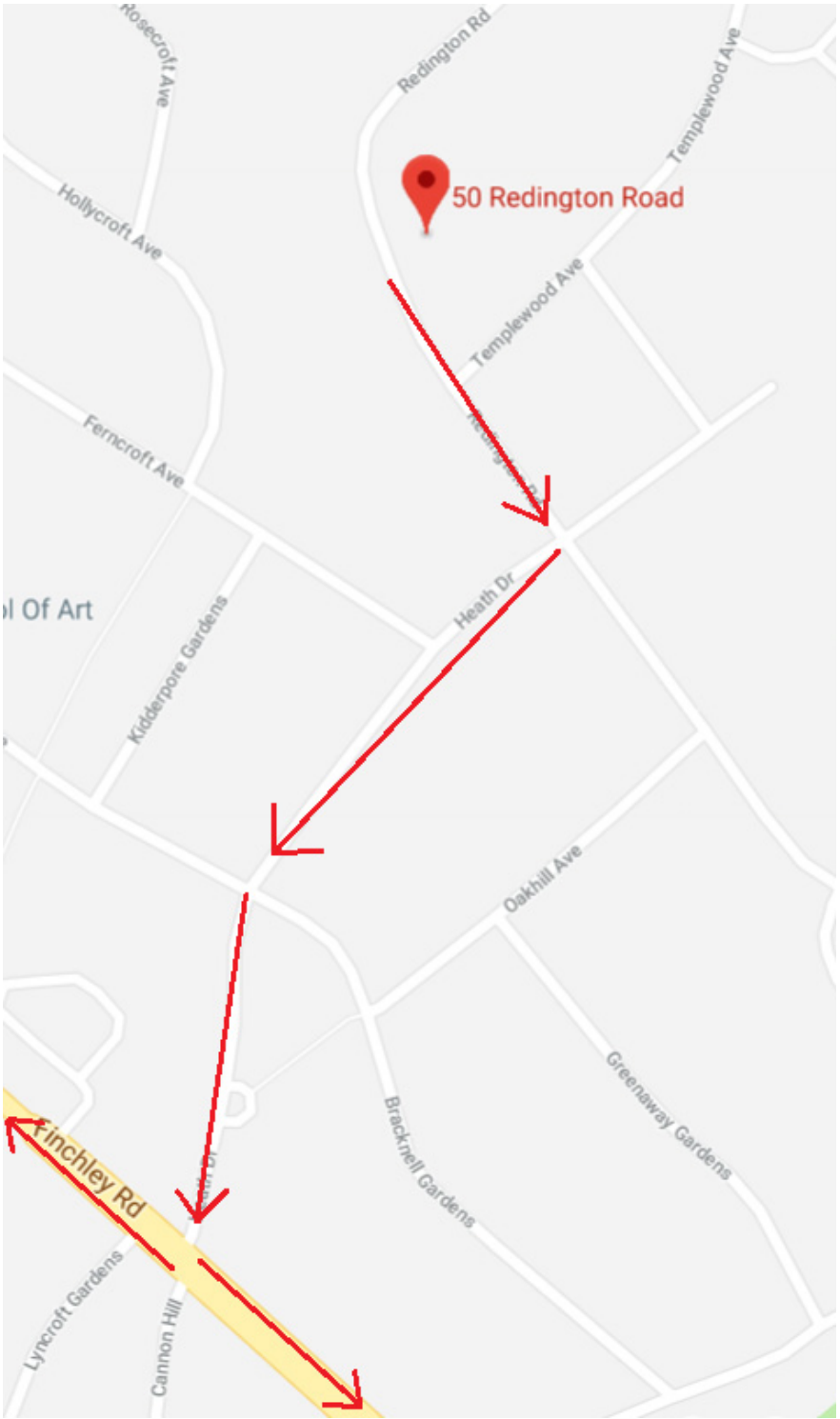
Construction vehicles will enter the borough on the A41 Finchley Road and northbound turning right onto Heath Drive.

The below maps detail the proposed route to site from the borough boundary:



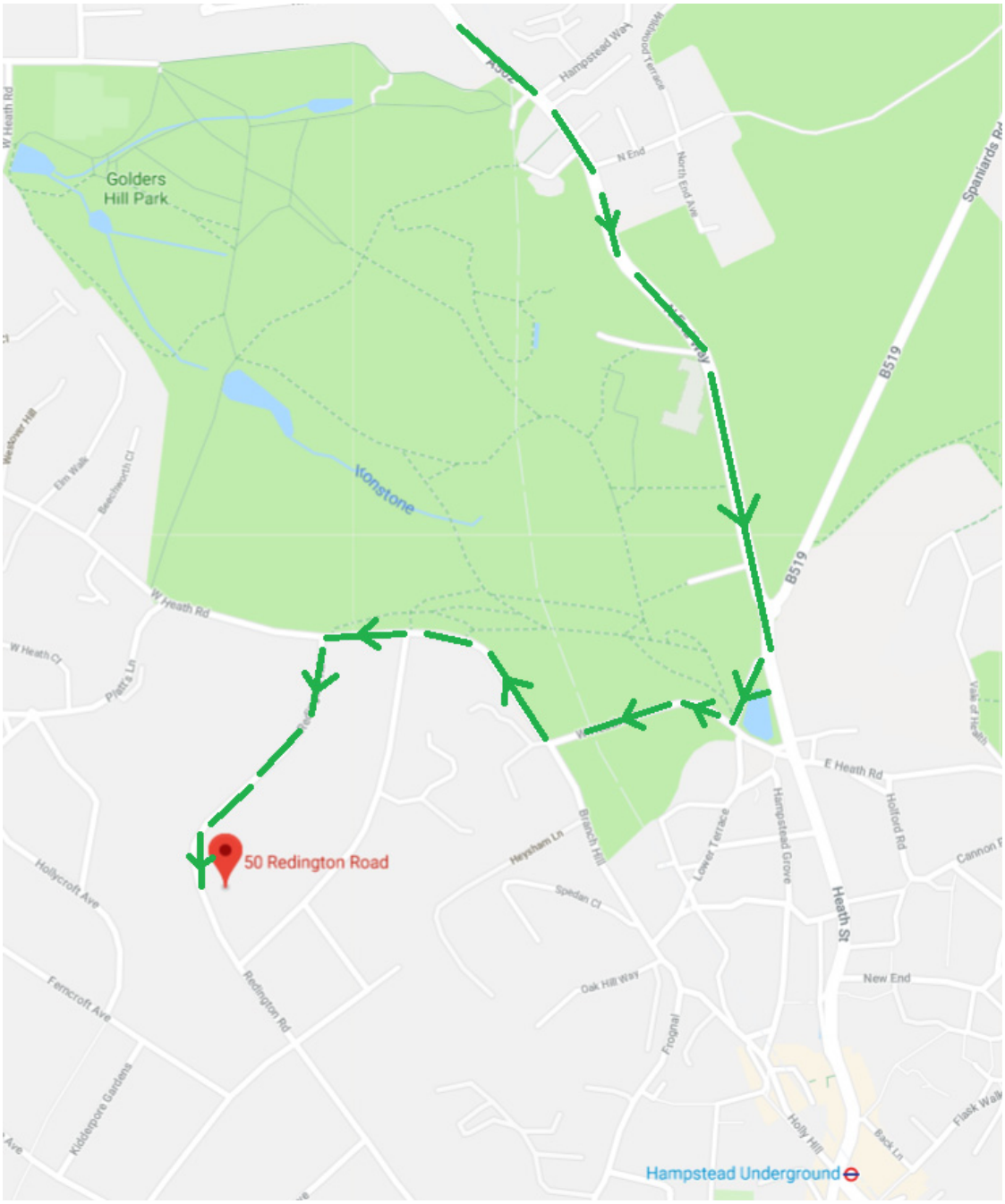
Construction vehicles will continue along Heath Drive and left into Redington Road, following by a right turn into Templewood Avenue. At the end of the road, vehicles would turn left onto W Heath Road and then left onto Redington Road. Vehicles would continue along Redington Road and arrive at the site loading / unloading area as depicted in Section 9. This route has been chosen to utilise major A roads as close to the site as possible and approach the site to allow access and egress from the loading / unloading area in a forward gear.

Construction vehicles will leave the loading / unloading area in a forward gear and proceed along Redington Road turning right onto Heath Drive and the onto Finchley Road north or southbound.

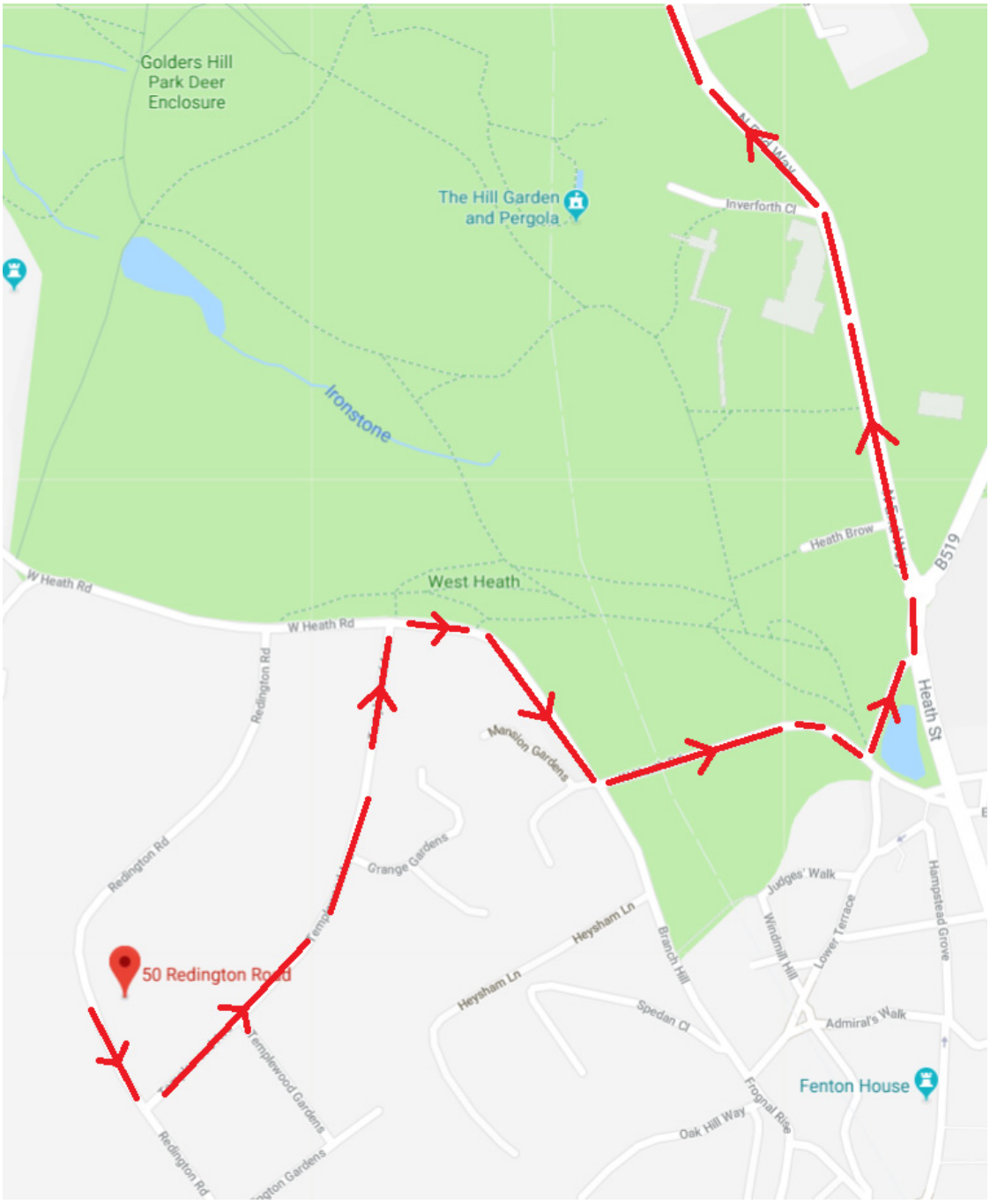


Approaching Site from the North:

Construction vehicles will head south on the A502 North End Way and and turn right onto Whitestone Walk and then right onto West Heath Road. Vehicles will continue along West Heath Road and turn left into Redington Road, continuing along Redington Road and pull into the loading / unloading area.



Construction vehicles will leave the loading/unloading area and head south along Redington Road, and turn right into Templewood Avenue. At the end of Templewood Avenue, vehicles will turn right onto West Heath Road, continue along West Heath Road and turn left onto Whitestone Walk, join North End Way and carry on their journey out of the borough.



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.

This will be controlled by our Logistics Team and site management team. All of our supply chain will receive a copy of the Traffic Management Route together with delivery times, site restrictions, our FORS requirements, anti-idling policy and any other relevant site specific documentation

All deliveries to site must be booked in 48 hours in advance to avoid any unnecessary waiting or stacking of vehicles on Avenue Road or on surrounding roads.

In addition to the above:

- Suitably qualified and competent Traffic Marshals will be present on a full time basis during construction works and deliveries to ensure the safe movement of vehicles and to ensure that the safety of both other road users and pedestrians is maximised at all times
- Suppliers shall call the site team/Project Manager 30 minutes prior to arriving to site
- Vehicles shall not wait or load outside the site or on surrounding roads in the borough. If any vehicle attempts to delivery to site either outside of the delivery times or without authorisation they will be refused entry to site and the supplier will be informed immediately.
- The loading/unloading area will be kept clean and tidy at all times and free from obstructions to ensure no delays are caused before or during site deliveries.

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

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

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

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

The main types of vehicles that will be accessing the site are as follows:

Delivery Vehicle: 7m x 2m

8 wheel Muck Away Vehicle: 9.1m x 2.6m

Concrete Lorry: 9.3m x 2.55m

Vehicles will approach the loading / unloading area following the procedures outlined in Appendix A1.

TASK	DURATION	Number of Vehicles per Day
Site Set Up and Demolition	2 months	12 (8) (HGV)
Substructure & Superstructure	12 months	14 (10) (HGV)
Fit Out & External Works	5 months	12 (8) (HGV)

The above estimates are maximum vehicles per day.

Strict material delivery scheduling and booking systems will be imposed on the project to ensure that congestion is avoided.

Each delivery will be allocated a delivery time period.

All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at their periodic meetings and must book delivery slots with the Knight Build logistics manager. “Just in Time” scheduling of deliveries, where reasonably possible, will minimise storage capacity and reduce congestion around the site. Additionally, Knight Build’s logistics manager’s control over the delivery schedule will look to minimise deliveries during peak travel times.

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

There are several proposed developments along Redington Road which have either had planning granted or have submitted a planning application and are awaiting a decision.

Sites of interest are as follows :

- 11 Redington Road;
- 14A Redington Road;
- 26 Redington Road;
- 28 Redington Road;
- 36 Redington Road;
- 57 Redington Road;
- 59 Redington Road;
- 69 Redington Road;
- 93 Redington Road.

KBL will monitor the planning portal throughout the duration of the project and ensure that

all existing and new developments are informed of our works and progress so that regular dialogue can be established between all developers in close proximity to the project.

Please see Construction Traffic Management Plan in Appendix A1 for how Knight Build intends to manage vehicles visiting site.

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

The Site Manager and Logistics Manager will share responsibility for the day to day deliveries to the site. These will be booked in using a delivery schedule 48 hours in advance so as to prevent lorry congestion to surrounding roads.

Should a lorry / vehicle arrive that has not been booked in, it will be turned away.

In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.

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

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles

to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

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

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

Knight Build Limited use a central hub to delivery site materials to in advance and one of our GOLD accredited Fleet will then delivery materials to site on a daily basis rather than having several vehicles visiting sites daily with small deliveries.

This reduces the amount of CO2 emissions and also the amount of vehicles on the road ensuring that the safety of road users is not severely impacted and as little disruption as possible is caused.

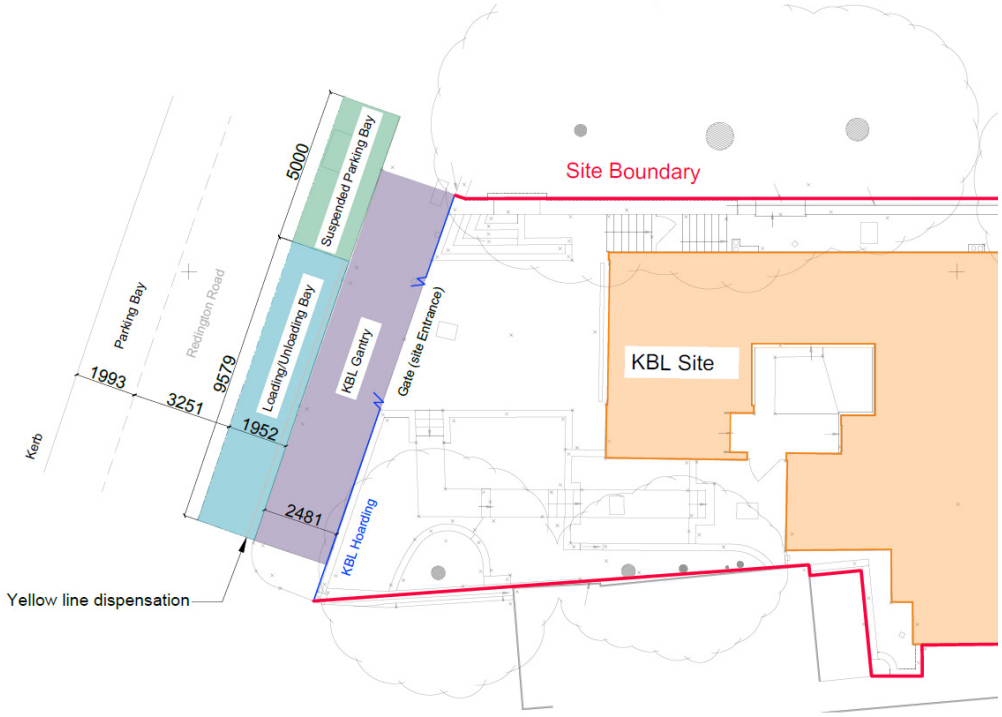
22. Site access and egress: "*Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.*" (P18, 3.4.3)

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

Refer to Section 20 for the proposed routes to site.

The below shows the proposed site access and egress on arrival at site:



A gantry will enable pedestrians to continue along the footpath, even during deliveries and a competent, fully trained traffic marshall will ensure that any deliveries to the site via the gate are delivered safely with public safety being paramount.

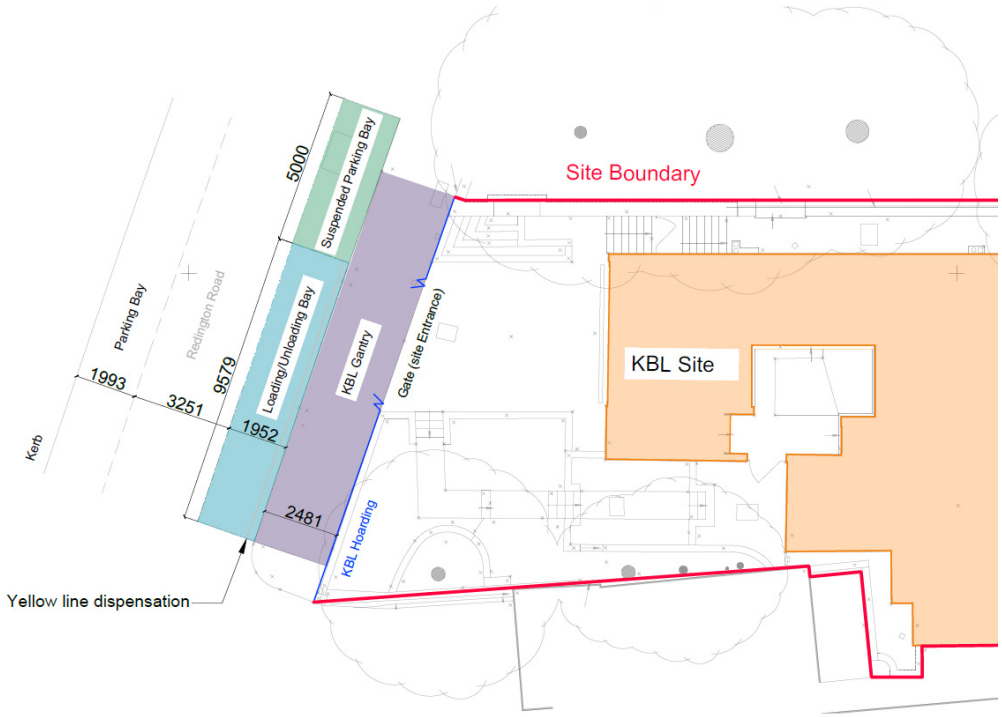
Consideration has been given to loading / unloading on site, however this is not preferred for the following reasons:

- Vehicles would have to stop and reverse onto the property swinging out onto Redington Road;
- Once the vehicle has reversed onto the property, the front of the vehicle will still be standing across the kerb which despite the protection which would be installed, could still lead to damage of the footpath;
- Temporary barriers would need to be erected and the footpath would be closed for the entire duration of the delivery;
- Having the proposed gantry set up keeps the footpath open throughout the duration of all deliveries to site;
- The area in front of the building will be used as a set down and distribution area for deliveries.

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

Vehicles will approach from the north side of Redington Road as per Section 20.

Vehicles will approach the loading / unloading area in a forward gear, under the guidance of a traffic marshall following procedures outlined in Appendix A1.



There will be no reversing onto site, with the loading / unloading area being accessed and egressed in a forward gear.

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).

From our analysis and proposed route, there are no tight manoeuvres for vehicles, so therefore no swept paths are required.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Vehicle wheel washing facilities will be provided in the form of a jet wash.

Part of the full time Traffic Marshals duties will be to maintain a clean and presentable loading area, footpath and nearby carriageway at all times.

A road sweeper will be available if required and will be on site within an hour of notification.

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

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

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

Vehicles will approach from the north side of Redington Road as per Section 20.

Vehicles will approach the loading / unloading area in a forward gear, under the guidance of a traffic marshall following procedures outlined in Appendix A1.

The traffic marshall and site manager will be responsible for the safe loading and unloading of all deliveries.

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.

A yellow line dispensation immediately outside the property will be applied for.

Additionally, a 5m length of the adjoining parking bay will be requested. This will provide an overall loading / unloading area of just under 15m directly outside the property.

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 will be required and a proposed loading / unloading area detailed in Section 22, however, a new drainage connection to the existing sewer is required.

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

A secure 2.4m hoarding will be erected to the site boundary and adequate lighting erected at regular intervals in accordance with the borough of Camden's requirements and the Highway Act. A temporary structures licence will be applied for in advance.

During delivers 2 x Traffic Marshals will control the vehicles loading and unloading to site and a secure exclusion zone will be incorporated by using temporary concertina style crowd control barriers to ensure the safety of pedestrians is not effected in any way. Stop works Signs will be used as necessary.

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).

N/A

27. VRU and pedestrian diversions, scaffolding and hoarding

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

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

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

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

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

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

A secure 2.4m high hoarding will be erected to the front of site boundary with a 6m access gate and pedestrian entrance. A temporary structures licence will be applied for in advance of works commencing and displayed on the hoarding for project duration and renewed as and when necessary.

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.

No works will commence prior to 8am and all works will cease by 6pm.

Quiet periods during working days can be established with neighbours and local residents on request.

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

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

Please see Appendix A5.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

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

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

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

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

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

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

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

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

Please see Knight Build internal training certificates in Appendix A3

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

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

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

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

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

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

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

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

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

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

Please see Knight Build Control of Dust and Emissions Risk Assessment in Appendix A4

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.

I can confirm that all relevant mitigation measures from the Supplementary Planning Guidance document will be implemented and maintained on-site through the duration of the project.

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

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

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

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

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

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

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

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

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

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (mm/yy - mm/yy): around 16 months

b) Is the development within the CAZ? (Y/N): No

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

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: Yes, site registered prior to commencement.

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: Yes

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: Yes

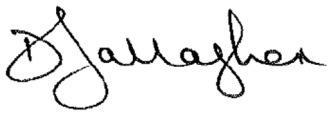
SYMBOL IS FOR INTERNAL USE

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: ……07/03/2018……..

Print Name: …… Dominick Gallagher

Position: …… HSEQ Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

KNIGHTBUILD

APPENDIX A1 : TRAFFIC MANAGEMENT

Camden

KNIGHTBUILD

Construction Traffic Management Procedures

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

The area around the project consists of residential roads with controlled parking. There are on-street parking facilities in the immediate vicinity of the site on both sides of the road and a single yellow line. A yellow line dispensation will be sought and a parking bay suspension of around 5m from the drop kerb access to the project.

WORKING HOURS WILL BE.

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

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

ACCESS TO SITE

It is intended that all vehicles will approach site along Finchley Road, turning right onto Heath Drive. Vehicles will then turn left onto Redington Road, right onto Templewood Avenue, left onto W Heath Road and left onto Redington Road. Vehicles will continue along Redington Road and arrive in a forward gear at the site loading / unloading area.

ACCESS FROM SITE.

Construction vehicles will leave the loading / unloading area in a forward gear and proceed along Redington Road turning right onto Heath Drive and the onto Finchley Road north or southbound.

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CONTRACTORS DELIVERING TO SITE.

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

VEHICLES ACCESS TO THE SITE.

Vehicular access will be to the proposed loading/unloading area and there will be no direct access to the site. A full time Traffic Marshall will be used for directing and controlling all loading and unloading activities and also to ensure that all footpath and road users can pass the loading area safely and without disruption.

APPROXIMATE VEHICLES TYPES AND NUMBERS.

TASK	DURATION	Number of Vehicles per Day
Site Set Up and Demolition	2 months	12 (8)
Substructure, Superstructure	12 months	14 (10)
Fit out and External works	5 months	12 (8)
Overall duration	16 months	

(x) Of which are HGV Vehicles

The main types of vehicles that will be accessing the site are as follows:
Delivery Vehicle: 7m x 2m
6 wheel Muck Away Vehicle: 8.1m x 2.6m – 26 tonnes
Concrete Lorry: 9.3m x 2.55m – 30 tonnes

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DELIVERIES AND COLLECTIONS.

Site deliveries will be between **9.30am and 3pm** due to the local St Margaret's School during term time, and 9:30am to 4:30 pm at all other times. These will be controlled by a full time Traffic Marshal and the site manager by mobile phone, all deliveries are to be booked in with the Knight Build Logistics Manager at our head office 24 hours before and all deliveries are to ring site 30 minutes prior to arriving on site to confirm the loading area is clear, this information will be part of the agreed order.

VEHICLE WHEEL WASH FACILITIES.

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

PROTECTION OF THE PUBLIC HIGHWAY

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

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

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

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

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

VEHICLE CALL UP PROCEDURE

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

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

Drivers that persistently fail to abide by the delivery procedures will be given one warning and then be banned from attending site.
No vehicles will be allowed to stack or park on either local roads or any of the other roads in the borough, they will be told to keep moving at all times or book another slot for the following day.
The agreed delivery times 09.30am – 3:00pm during term time and 4:30pm out of term time will be rigorously maintained, no vehicles will be accepted unless it can be loaded / unloaded prior to the cut off time.

RESPONSIBILITY FOR VEHICLE MOVEMENTS.

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

ARRANGEMENTS FOR VEHICLE LOADING AND COLLECTIONS.

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

CONTRACTORS PARKING

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

There are a number of bus routes and underground stations within a 15 minute walk of the site as well as under ground rail services.

EXISTING WAITING AND LOADING RESTRICTIONS

All off-loading and loading will be carried out in the designated area.

IMPACT ON OTHER HIGHWAY USERS

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

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

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

PROTECTION OF PEDESTRIANS FROM CONSTRUCTION WORKS.

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

We will write to all nearby schools and advise them of our project, site and delivery times and provide the contract numbers of the site team and also head office contacts.

EXISTING FOOTPATH AND CARRIAGEWAY

We are intending to install a gantry over the footpath maintaining access for

pedestrians through the construction.

The carriageway outside of the project site will be maintained.

TRAFFIC DIVERSIONS

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

SPOIL AND WASTE REMOVAL

We will be using both wait and load and skip lorries for the removal of spoil which will be directly loaded from the loading/unloading area.

CONCRETE DELIVERIES

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

The majority of concrete deliveries will be delivered from the ready mixed trucks, the maximum dwell time for the discharge of concrete will be 40 minutes.
It is intended to programme the works so that concrete deliveries will be carried out during the morning period and waste away during the afternoon, that way if there are any delays at the concrete plant it will not impact the 3:00pm term time and 4.30pm out of term time delivery cut of time.

SCAFFOLDING ON, OVER OR ADJACENT TO THE PUBLIC HIGHWAY.

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

UTILITY SERVICES

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

GENERAL MANAGEMENT ISSUES

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

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

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

COORDINATION OF TRAFFIC ARRANGEMENTS WITH OTHER DEVELOPMENTS IN THE AREA.

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

We will maintain a daily dialogue with all nearby projects, we will send and request weekly look ahead and short term programmes so that deliveries can be managed and planned between the sites.

Our Traffic Marshal will be constantly on the lookout for any incidents that may cause congestion or concern to the residents, our deliveries will all be contactable by phone and if there is any problems or incidents in the area where our delivery may cause congestion it will be delayed or cancelled.

COMPLAINTS.

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

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

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

LOCAL DOMESTIC AND COMMERCIAL WASTE COLLECTIONS (are not disrupted)

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

KNIGHTBUILD

APPENDIX A2 : CONSULTATION TRACKER

Camden

KNIGHTBUILD

11/01/2018

RE: Proposed Redevelopment: 50 Redington Road, London, NW3 7RS
Consultation Letter for Construction Management Plan

Dear Neighbour,

The owner of 50 Redington Road intends to redevelop their property in accordance with planning consent reference 2014/4531/P. Knight Build Ltd has been engaged to draft a Construction Management Plan (CMP) for the proposed project to support the discharge of the associated Section 106 requirements.

The proposed works consists of the demolition of the existing building and development of a single dwelling consisting of two storeys above a lower ground floor level and two basement levels and associated hard and soft landscaping.

Before the CMP is submitted, all neighbours to the property, local schools and residents' associations are consulted to invite feedback and deal with any concerns you may have about the proposed development. By doing this, we hope to resolve any issues that are raised so that the project can run as smoothly as possible with minimal impact on you, the surrounding properties and local businesses.

This is our first notification of the proposed development and further notifications and public consultations will be arranged in the near future.

Knight Build Ltd is a professional company that has carried out this type of work in Westminster, the Royal Borough of Kensington & Chelsea and Camden for over 10 Years. We are a Partner Member of the Considerate Constructors Scheme (CCS) and have recently won a Gold award at the company level and Most Considerate Company Runner-up 2017 at the recent CCS Annual Company Awards. Please visit our website (www.knightbuild.co.uk) for further information and background on Knight Build.

The project will be registered with the Considerate Constructors Scheme and the site registration details will be displayed at the front of the property.

We would be grateful if you would confirm that you have received this correspondence by **26/01/2018** and raise any concerns you have to pre-constructionservices@knightbuild.co.uk.

Yours Faithfully
For and on behalf of
Knight Build Limited

John Knight
Managing Director

KNIGHT BUILD LIMITED
Design & Project Management / Basement Construction & Residential Developments
22 Childerditch Hall Drive, Brentwood, Essex, CM13 3HD
Telephone: 01277 810777, Fax: 01277 810744
Website: www.knightbuild.co.uk
Registered in England No: 2927566

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Consultation Tracker

Letters Delivered To:	Response Requested By:	Date of Response:	Nature of Response:	Follow Up:	Comments / Notes:
All neighbours and residents of the project namely: 36 – 74 Redington Road (even numbers) 51 – 99 Redington Road (odd numbers) 1 – 19 Templewood Avenue (odd numbers) 2 – 14 Templewood Avenue (even numbers) St Margaret's School	26/01/2018				

		22/01/2018 Mrs K Orlik 63 Redington Road	Dear Sirs, In reply to your consultation letter dated 11th Jan. 2018 re. the proposed redevelopment of 50 Redington Road, NW3, please take note that I and the other long leaseholders of 63 Redington Road intend to object to the proposed construction of a basement on two levels at that site. Any building site is inconvenient but we have experienced the disruption of our life style with a similar building site in the immediate neighbourhood with the associated excavated mud being ferried away, dirty streets, intrusive noise from machines, huge lorries squeezing past our cars and builders using the residents' parking spaces. Endless amounts of cement lorries pumping the stuff into the ground and blocking the traffic causing hold-ups. Etc. We pay our council tax and expect to live here peacefully. Ecologically the construction of double basements has not been proven to be safe. Please be assured that we will object to Camden and raise our concerns in due course. Yours faithfully, Mrs. K. Orlik 63 Redington Road	Good morning Mrs Orlik and thank you for your email raising your concerns. We appreciate that the proposed development is in a residential area and requires more sensitivity than traditional building sites, and we will do everything we can to minimise the disruption experienced by you and your neighbours. At Knight Build we take our responsibilities to the local community very seriously and have worked tirelessly to maintain good relations with immediate neighbours on all of our projects. This effort has been recognised by a national construction body called the Considerate Constructors Scheme of which we are Partner members and last year, as well as a National Company Award, we were awarded runner-up in the Most Considerate Constructor category. Rest assured your concerns will be taken into consideration and will also be included in the Construction Management Plan consultation section that is issued to Camden Borough Council for approval ahead of any works commencing. If you have any further questions or queries, then please let me know. Many thanks, Alex Alex Perehinec	

				Project Manager	
		22/01/2018 Eva Ratz 51 Redington Road	Attention: John Knight, Managing Director I am in receipt of your letter of 11/01/2018 in regards to the proposed demolition of an existing building for an other without having seen a plan and the need of two basement levels, I presume, to include a swimming pool. Such a building Project will cause only continuous heavy transport, damage and loss of trees, serious traffic congestion and damage to Redington Road that is already suffering from same and we who live here to pay more and more Council taxes for repairs and the like. I am definitely concerned and against. Yours sincerely, E Ratz 51 Redington Road NW3 7RP	Thank you Eva for your email. We will look to minimise any disruption to you and our neighbours by all means possible. Kind Regards John John Knight	
		05/02/2018	Dear Mr Knight I have received this letter from my neighbour, I never received it. I live at 48 Redington Rd and am the person most affected by this development Your client knows that I objected most	Dear Mr & Mrs Treger, Thank you for your email and attachments. I was not aware of your concerns before today. Our role at the moment is to produce a CTMP which would enable the project to be built.	

			strongly to this construction, I think it's madness. My house has suffered from subsidence and I am deeply concerned at the damage that will be done to my house. I will arrange for my lawyers to write both to the builders and Mr Donn spelling out exactly what damages we will hold them to in the event that this construction destabilisers my house. Upto now my house has not required underpinning Regards Morris Treger 48 Redington Rd This email also included a Letter from Ian Drummond and HFitch (refer attached).	If we are instructed to build this project in the future, I can assure you that we will do all we can to make sure your property is not damaged in any way. We have a considerable amount of experience in these type projects which we build very successfully without causing any damage. We have our own in house engineers / designers who make sure that each project we construct, are carefully designed and constructed in a manner not to cause damage to our neighbours properties. We have many references from our neighbours where we have had to carry out similar projects which we can give you. I am happy to meet with you to see if there is anything we could do to help reassure you about our ability and also that we won't be damaging your property in any way. My mobile number is 07939 016007 if you need to talk to me. Kind Regards, John Knight	

IAN DRUMMOND
Consulting Engineers

90-93 Cowcross Street ~ London EC1M 6BF
Tel 020 7253 6805 ~ Fax 084 4854 6961

4 November 2014

Project Ref: J 3922

Mr H Fitch
Trowers & Hamlins LLP
3 Bunhill Row

LONDON EC1Y 8YZ

Dear Mr Fitch

48 REDINGTON ROAD NW3

I write with respect to the current planning application relating to Nº 50 Redington Road.

I have been involved with No 48 Redington Road since 1995 and have revisited the property several times over the years to view structural cracking and advise on the ongoing issue of stability of the building structure.

Much has been done by way of investigating and monitoring of the movement and there is no doubt that the building suffers from structural instability as a result of ground movement. The problem emanates from too great a depth to enable remedial foundation works to be practically carried out within the confines of the working space available between the side wall of the house and the boundary with Nº 50 and the problem and issue continues to be ongoing.

I am surprised therefore to see that neither the Basement Impact Assessment relating to the current planning application for the double basement at Nº 50, nor the independent assessment has investigated the situation with Nº 48 in this respect despite the fact that the owner of Nº 48 has brought the matter to the attention of the owner of Nº 50. The independent review simply states “We understand that parts of 48 Redington Road have previously had foundation problems but it is not known whether this was attributable to shrink swell subsidence.” Cleary this aspect has not been adequately investigated or addressed. The report goes on “predicted damage to the neighbouring properties would be either negligible or Very Slight” This also suggests lack of investigation as the current damage is already more than Very Slight. Finally under the section on Monitoring the independent review concludes “It is not clear at present what emergency measures or mitigation would be implemented in the event of an exceedance and who would have the responsibility for implementing the plan.” This seems an entirely unacceptable situation.

I have no doubt that deep excavations at Nº 50 will have an impact on status quo of the bearing stratum under the side wall of Nº 48 which is in very close proximity to the excavation and changes in moisture content and lateral pressure will almost certainly result in further structural movement of Nº48.

It seems clear that further time is needed in order for these issues to be considered fully.

Yours sincerely

Ian Drummond BSc(Eng) CEng MIStructE

Directors I G Drummond BScEng CEng MIStructE
B K Drummond

email ian@idce.co.uk
mobile 07780 995 458

trowers & hamlins

Committee Services
Camden Town Hall
Judd Street
London
WC1H 9JE

your ref
our ref HJF.54215.2
direct dial +44 (0)20 7423 8672
email hfitch@trowers.com
date 5 November 2014

by email

Dear Sirs

Planning application 2014/4531/P for the erection of new dwelling house comprising three storeys plus excavation of two basement levels, following demolition of existing dwelling (the Application) at 50 Redington Road, London NW3 7RS (the Property)

We are instructed by Mr Morris Treger, the owner of 48 Redington Road, which adjoins the Property. Our client has already submitted comments on the Application to the Council, making the Council aware that the Property and his property are in an area of subsidence, and he enclosed photographs showing the effects of subsidence on his Property.

Our client has very serious concerns that the impact of the proposed development (and, in particular, the two level basement which it is proposed to construct) on his property has not been properly addressed by the applicant in the Application and by the Council in the Committee report. The Council has also been sent comments on the Basement Impact Assessment and independent assessment of that Basement Impact Assessment by LBH Wembley by Mr Ian Drummond, our client's structural engineer.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Council's development plan unless material considerations indicate otherwise. Policy DP27 of the Council's Development Policies adopted on 8 November 2010 is a specific policy on basement and other underground development. This policy provides that:

"The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. We will require developers to demonstrate the methodologies appropriate to the site that schemes (a) maintain the structural stability of the building and neighbouring properties…and will consider whether schemes (d) harm the amenity of neighbours"

This policy is expanded upon in Camden Planning Guidance 4 "*Basements and lightwells*" dated September 2013. Section 2 contains the key message that: *"The Council will only permit basement and underground development that does not…cause harm to the built and natural environment and local amenity…or…lead to ground instability."*

Trowers & Hamlins LLP
3 Bunhill Row
London
EC1Y 8YZ

DX 774 Lon/City
t +44 (0)20 7423 8000
f +44 (0)20 7423 8001

www.trowers.com

These policies make it very clear that any basement development causing harm to the built environment or causing ground instability will not be permitted. It is an absolute policy containing no exceptional circumstances in which developments failing the test could be permitted.

As the principal difference between the proposed development comprised in the Application and the development of the Property which was permitted on appeal under Council reference 2012/2489/P is the additional underground development, this will be the main matter for consideration in determining the Application. Consequently, and in line with Council policy, if planning permission is to be granted there must be no question that the proposed development could cause harm to my client's (or, indeed, any other) neighbouring property or lead to ground instability in the vicinity of the Property. If there is any question that the proposed development could fail to meet the very clear tests set out in the Council's policies cited above, all available information must be obtained by the Council so that it may reach a full, reasoned conclusion as to whether the policy test is met.

As set out in the letter from Ian Drummond, it is acknowledged by the applicant's professional consultant at paragraph 4.01.8 of the Basement Impact Assessment that: "*We understand that parts of no. 48 Redington Road have previously had foundation problems, but it is not known whether this is attributable to shrink swell subsidence*". It is, therefore, clear that the subsidence at my client's property has not been in any way investigated by the applicant. My client has confirmed that no investigation of their property has been requested or carried out by the applicant to their knowledge. This acknowledged absence of information raises very significant doubts as to whether the tests in Council policy DP27 will be satisfied.

As the tests in the Council's policy set out very clearly that any adverse impact of underground development on the local built environment or ground stability will not be permitted, and this is the principal issue in the determination of the Application, it is submitted that the inadequacy of information provided to the Council does not enable it to properly determine whether the Application is compliant with its development plan. On this basis, we request on behalf of our client that the determination of the Application at the Planning Committee on 6 November be deferred so that a full and proper investigation may be carried out to provide the Council with all necessary information required to determine the Application.

As we are sure you are aware, the lawfulness of a grant of planning permission by a local planning authority on the basis of inaccurate information or failing to take into account all relevant considerations could be liable to a challenge by way of judicial review. In order to remove any risk to the Council of a claim for judicial review, it is submitted that the Application must be deferred to enable further information on the impact of the proposed development on my client's property and on ground stability in general to be prepared and considered by the Council.

Yours faithfully

Trowers & Hamlins LLP

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APPENDIX A3 : TRAINING CERTS

Camden

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Certificate of Competence

British Standard 5228: 2009

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

This is to certify that

Gabriel Knight

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

For Knight Build Limited

Signed ....

Daniel O'Leary
Training Officer

This certificate is valid for two years

Certificate Number: KBL/NVC/013 *Dated: 23rd September 2017*

Knight Build Limited
www.knightbuild.co.uk

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Certificate of Competence

British Standard 5228: 2009

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

This is to certify that

Mohammed Abdul-Kadiri

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

For Knight Build Limited

Signed ....

Daniel O'Leary
Training Officer

This certificate is valid for two years

Certificate Number: KBL/NVC/016 *Dated: 23rd September 2017*

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Certificate of Competence

British Standard 5228: 2009

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

This is to certify that

Pat Sterling

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

For Knight Build Limited

Signed ....

Daniel O'Leary
Training Officer

This certificate is valid for two years

Certificate Number: KBL/NVC/015 *Dated: 23rd September 2017*

Knight Build Limited
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Certificate of Competence

British Standard 5228: 2009

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

This is to certify that

Rudy Murphy

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

For Knight Build Limited

Signed ....

Daniel O'Leary
Training Officer

This certificate is valid for two years

Certificate Number: KBL/NVC/012 *Dated: 23rd September 2017*

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APPENDIX A4 : RISK ASSESSMENTS

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Risk Assessment No. KB /RA/001

SPECIFIC RISK ASSESSMENT

Site Name: 50 Redington Road		**Site Number: TBC**
Site Location: London, NW3 7RS		**Specialist Discipline: Control of Dust and Emissions.**
Assessor: Dominick Gallagher	**Signed:**	**Date: March 2018**

Activity / Element	Full Description of Hazards	Who at risk	Initial Risk Rating			Control Measures Specified	Residual Risk Rating		
			L	C	R		L	C	R
Pre-Site Preparation	Failure to plan site activities to deal with specific pollution problems (dust and emissions).	All	H	H	H	1. Follow best practice and prevent dust and other pollutant emissions from being carried outside the boundary. 2. Compile method statements and risk assessments. 3. Machinery, fuel and chemical storage and dust generating activities will not be located close to boundaries and sensitive receptors if at all possible. 4. Erect effective barriers around dusty activities (The front of the site will be fully scaffolded with a monarflex screen) 5. Notify the Local Authority Building Control Team. 6. Inventory and timetable of all dust generating activities. 7. Erection of solid barriers to site	L	L	L

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

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

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

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

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

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

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

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

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

SITE: 50 Redington Road, London, NW3 7RS

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SITE ENVIRONMENTAL RISK ASSESSMENT

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

SITE ENVIRONMENTAL RISK ASSESSMENT

Approved by: Dominick Gallagher

Date: Mar 2018

Key:

✓ Site specific measures required at this site

✓ No specific requirements beyond general environmental measures

Print Name: Paul O' Byrne

Position: H&S Manager

KNIGHTBUILD

APPENDIX A5 : Construction Environmental Management

Camden

Site Hours	
Mon-Friday	8am-6pm
Sat, Sun & Public Holidays	No working unless prior authorisation

All works will be carried out in accordance with:

- the approved CTMP
- The Major of London's Control of Dust Emissions during construction and Demolition
- BS5228 Parts 1 & 2

We believe that the construction method proposed will accommodate that all construction vehicles attending site will be able to enter the site to load or unload and will not be stacked on the carriageway.

6 SITE SPECIFIC ENVIRONMENTAL ISSUES

This section outlines the general precautions to be adopted to minimise any adverse environmental impacts or nuisance effects that may arise from operations essential to the contract. Unless otherwise specified, the Project Manager or Contracts Manager will determine the frequency of specific mitigation activities.

6.1 Noise and Vibration

Where the area is likely to be highly sensitive to noise or vibration pollution, KBL shall obtain and comply with a prior Section 61 Consent from the local authority. Where required, the public will be notified of operations in advance and noise levels will be monitored to ensure that limits are not exceeded. Working routines and hours will reflect any sensitivity.

Good relations with the people living and working in the vicinity of the site operations are of particular importance. Noise can have a very disruptive effect on the lives of people particularly if it has an unpleasant tone or character, or if it persists over long periods of time. We have specific requirements under the Control of Pollution Act to control noise from our construction site. Local authorities are able to serve a notice on us should we be creating or be expected to create noise. Serving of such a notice in effect could restrict our hours of work, the plant and machinery used, and the maximum level of noise permitted.
Refer to EGN002 - Section 60 & 61 Guidance on Noise and Application and EGN006 Working Hours for further information.

Noise reduction techniques and plant and machinery will be selected to ensure that noise and Vibration are reduced at the source.

The following noise trials have been carried out on selected plant to ensure that control measures can be implemented to further silence plant during use.

Activity ID	Activity	Plant Name	Reference	Lw	% On-Time	No. Plant
1	Site setup	Hand Tools	Measured	85	50	3
		Powered hand tools [1]	BS5228-1:2009 Table C.4:17	112	10	1
2	Installation of Piles	Mini Piling Rig [1]	Average of BS 5228-1:2009+A1:2014 Table c.3:17-18	103.5	50	1
		Angle Grinder [1]	BS5228-1:2009 Table C.4:93	108	5	1
		Electric Breaker (trimming piles) [1]	Manufacturer value http://www.makita.com.hk/catalog/images/products/HM1317C_884923-224.pdf	104	5	1
		Deliveries & Removal - See Activity 13	-	-	-	-
		Concrete Deliveries - See Activity 11	-	-	-	-
3	Install Structural Supports	Hand Tools	Measured	85	50	3
		Angle Grinder [1]	BS5228-1:2009 Table C.4:17	108	10	1
4	Demolition	5T Excavator [1]	BS5228-1:2009 Table C.4:17	99	10	1
		Hand Tools	Measured	85	50	3
		Angle Grinder [1]	BS5228-1:2009 Table C.4:93	108	5	1
		Stihl Saw [1]	BS5228-1:2009 Table C.4:72	107	5	1
		Electric Breaker [1]	Manufacturer value http://www.makita.com.hk/catalog/images/products/HM1317C_884923-224.pdf	104	10	1
		Deliveries & Removal - See Activity 13	-	-	-	-
		Hoist & Conveyor - See Activity 10	-	-	-	-
5	Underpinning	Electric Breaker [1]	Manufacturer value http://www.makita.com.hk/catalog/images/products/HM1317C_884923-224.pdf	104	10	2
		Stihl Saw [1]	BS5228-1:2009 Table C.4:72	107	5	1
		Water Pump - Contingency [1]	BS5228-1:2009 Table C.2:45	93	20	1
		Angle Grinder [1]	BS5228-1:2009 Table C.4:93	108	5	1
		5T Excavator [1]	BS5228-1:2009 Table C.4:17	99	10	1
		Hand Tools [1]	Measured	85	50	3
		Poker Vibrator [1]	Average of BS 5228-1:2009+A1:2014 Table c.4:33-34	102	5	1
		Deliveries & Removal - See Activity 13	-	-	-	-
		Concrete Deliveries - See Activity 11	-	-	-	-
		Hoist & Conveyor - See Activity 10	-	-	-	-

Activity ID	Activity	Plant Name	Reference	Lw	% On-Time	No. Plant
6	Excavation	Hand Tools [1]	Measured	85	60	3
		5T Excavator [1]	BS5228-1:2009 Table C.4:17	99	50	3
		Water Pump - Contingency [1]	BS5228-1:2009 Table C.2:45	93	20	1
		Cement Mixer [1]	Average of BS 5228-1:2009+A1:2014 Table c.4:18-19	101	20	1
		Stihl Saw [1]	BS5228-1:2009 Table C.4:72	107	5	1
		Deliveries & Removal - See Activity 13	-	-	-	-
		Hoist & Conveyor - See Activity 10	-	-	-	-
7	Substructure (Including Drainage Works)	Poker Vibrator	Average of BS 5228-1:2009+A1:2014 Table c.4:33-34	101.5	5	1
		Water Pump - Contingency [1]	BS5228-1:2009 Table C.2:45	93	20	1
		Hand Tools	Measured	85	50	2
		Angle Grinder [1]	BS5228-1:2009 Table C.4:93	108	10	1
		Concrete Deliveries - See Activity 11	-	-	-	-
		Hoist & Conveyor - See Activity 10	-	-	-	-
8	Superstructure	Poker Vibrator	Average of BS 5228-1:2009+A1:2014 Table c.4:33-34	101.5	5	1
		Hand Tools	Measured	85	50	2
		Angle Grinder [1]	BS5228-1:2009 Table C.4:93	108	10	1
		Concrete Deliveries - See Activity 11	-	-	-	-
		Hoist & Conveyor - See Activity 10	-	-	-	-
9	Finishes & Contingency	Hand Tools	Measured	85	60	3
		Deliveries & Removal - See Activity 13	-	-	-	-
10	Hoist & Conveyor	Conveyor	BS 5228-1:2009+A1:2014+A1:2014 Table C.10:23	81	50	1
		Hoist	BS5228-1:2009 Table C.4:61	96	25	1
11	Concrete Pumping	Concrete Pump/Delivery	BS5228-1:2009 Table C.4:28	103	10	2
12	Spoil Removals	Loading Spoil	Average of BS 5228-1:2009+A1:2014 Table C.2:26-28	106	5	4
		HGV Arrive/Depart	BS 5228-1:2009+A1:2014 Table D.7:121	98	1	4
13	Deliveries & Removals	Loading/Unloading Delivery	Average of BS 5228-1:2009+A1:2014 Table D.7:2-3	98	5	8
		HGV Arrive/Depart	BS 5228-1:2009+A1:2014 Table D.7:121	98	1	8

General Noise and Vibration Control Measures

Site Personnel

All operatives on site will be trained to ensure that noise minimisation is implemented at all times. Operatives will also be trained in line with the Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974). Works will be checked regularly by site management to ensure that BPM are being undertaken and where necessary corrective actions implemented.

Employees must show consideration to the sensitive receptors, including residential neighbours, and must not generate unnecessary noise when walking to and from the site, or when leaving from, and arriving, at work.

Community Engagement

- Details of the site personnel responsible for noise and vibration, the head office, the duration of the project and site working hours, will be displayed on the site boundary;
- Letter drops to neighbouring residents before work begins and on a regular basis throughout the project duration.
- Website with site information and contact email address will be provided;
- Liaison with neighbouring construction sites to co-ordinate works as far as practicable, particularly off-site vehicle movements, to avoid waiting vehicles;
- Establish contact with the relevant residents' association, meetings with residents at appropriate intervals, minutes of meeting and agreed actions circulated to residents;
- Site will keep an observations, investigations and complaints log, to be made available to Camden Council on request; and all complaints will be responded to.

Plant Choice and Management

- choice of methodology/technique for operations (including site layout) will be considered in order to eliminate or reduce emissions at sensitive locations;
- fixed items of construction plant will be electrically powered where practicable in preference to diesel or petrol driven;
- noisy plant will be kept as far away as possible from sensitive areas;
- each item of plant used will comply with the noise limits quoted in the relevant European Commission Directive 2000/14/EC/United Kingdom Statutory Instrument (SI) 2001/1701 where reasonably available;
- equipment will be well-maintained and will be used in the mode of operation that minimises noise;
- a temporary builder's power supply will be applied for in advance if no existing supply is available.

Vehicles

- equipment will be shut down when not in use or throttled down to a minimum during waiting periods;
- vehicles shall not wait or queue on the public highway with engines running (unless the engine is required to power the operation of the vehicle e.g. concrete wagon);
- deliveries will be co-ordinated to prevent vehicles queuing outside site; and
- where possible and safe the vehicle reversing alarms will be switched off and banksman will be used to guide the vehicles to the site.

Site Specific Noise and Vibration Control Measures

- where breakers are required, multiple breakers will be employed such that the usage period is reduced;
- where percussive breaking techniques are required, concrete slabs will be cut, where possible, to isolate the slab, thus reducing the transmission of vibration;
- where powered tools are required they are to be screened as far as reasonably practicable to reduce potential impact;
- compressors and generators will be isolated from the floor where reasonably practicable;
- spoil is to be transported into tipper lorries. Vehicles being loaded are to sit with their engines off to minimise noise emitted;
- spoil will be loaded into lorries in a such a manner as to minimise impact noise;
- where possible softer materials (such as soils) will be loaded into lorries first to form a cushioning barrier to rubble and other hard materials to reduce impact noise;
- concrete pumps will be located so as to minimise potential adverse effects at sensitive receptor locations, whilst taking into account logistical restrictions;
- static dewatering plant will be located in semi-permanent enclosures;
- inspections to be carried out during works to ensure the condition of surrounding buildings is not impaired;
- CFA piling will be used for the construction of the main building piles to minimise noise and vibration emissions - impact piling will not be permitted on this project; and
- where practicable, non-percussive pile reduction techniques will be used to control disturbance.

Echo Sound barriers will be used around mobile static plant and will be fixed to walls and ceilings where feasible as such barriers have been proven to reduce noise emissions up to 20dB.

Demolition will be carried out at the beginning of these works and the above techniques will be utilised from the outset. Ensuring that the demolition can be completed in the early weeks of the project, will see a reduction in the noisy activities for the remainder of the construction period.

Demolition

A 5t excavator or equivalent will be used perform a down up demolition, angle grinders and saws are only anticipated for short periods of time.

Prior to demolition works commencing a scaffold will be erected around accessible elevations and a roof erected over the entire structure. The scaffolding will be clad in monarflex or shrink wrap which will help reduce both the noise and dust emissions from the project.

Each area of demolition / wall(s) will be surveyed separately and a temporary structure design obtained where applicable showing all supports and props required to support the main structure whilst the walls and floors are removed.

Existing floors will be supported during all demolition works by the use of beams and props. Crash decks will be used when dropping ceilings and roofs to prevent the materials dropping great heights, which in turn reduce the noise emissions. These crash decks will be regularly cleared by hand onto the floors and taken away from the working area.

The crash decks will also be used on high walls again to prevent debris dropping great heights. Sections of walls and concrete floors are to be broken into manageable sizes as they are removed while selecting power tools with the lowest dB emissions in favour of more powerful noisy breakers.

Where steels have to be removed the preferred method will be burning using oxy-propane by competent personnel. The steels will be supported during burning to avoid any loud crashing on landing and instead will be lowered to ground using certified lifting equipment when burning is complete.

Where heavy plant and machinery is to be used such as Brokk's and excavators with breaking attachments to remove reinforced concrete slabs, noise reduction techniques will be implemented as follows:

- All hired plant will not be older than 6 months old
- All generators will be super silenced and will also have Echo Sound Barriers erected around the perimeter to encapsulate the sound
- Similarly Brokk's and excavators with breaking attachments will have a sound barrier exclusion zone in the form of Echo Barrier H2 acoustic noise absorbent system (as shown in picture below), which is proven to reduce noise emissions up to and above 20dB

FIGURE 1: NOISE ENCLOSURE

- All breaking attachment will be new and inspected regularly to ensure that there is no delay in the duration of demolition works

Debris removed from walls and building will be loaded into bags and stored on site until such a time that it can be loaded directly into wait and load lorries, or skips, if the conveyors are active during these operations the hard-core may be loaded onto the conveyor and then conveyed directly into a muck away lorry. All conveyors will have a tarpaulin sheet down over the scaffold and lorry to minimise the escape of both noise and dust. Dust will be controlled by wetting down all demolition materials during the demolition activity and during the removal.

Both unattended and Hand held dust and noise monitors will be used on site and all readings will be recorded and notifications sent via email and text where accepted noise levels are breached and methods of works and tool selection will be re-visited and changed where necessary.

FIGURE 2: ATTENDED NOISE MONITORING

FIGURE 3: UNATTENDED NOISE MONITORING

Bulk Excavation

Excavation of the basement will begin once the piling has been completed. The excavation will predominately require the use of a 5 ton excavator, with the level reduced as necessary. In order to carry out construction of basement, a bulk excavation must be carried out which includes the following:
Separate work area, Mobilise plant/labour. Excavate arising's, remove from site

Lorries are to be managed to ensure that they do not stack up during the works and that they adhere to the anti-idling policy. This is to be managed by the Logistics Manager and Traffic marshals. 2 no Traffic marshals will direct traffic / pedestrians as vehicles access / depart site, 1no to stop the pedestrians and the other to direct the vehicle.

The area of excavation will be set out by the engineer in conjunction using a rotary laser level to maintain the required level. Every 360° machine will be under the direction of a banks man who will monitor the depth of dig and also all loading operations. All excavated spoil will be loaded into a dumper or directly into a muck away lorry and removing it away from the excavated area.

Waste transfer notes will be issued by the waste carrier and all waste removed from site under the correct waste category. This will be determined by carrying out WAC testing prior to excavation works commencing to determine if any of the soil is contaminated. All waste carriers' licences will be held on site together with Permits for End Destination Tip.
All waste targets v actual will be displayed on the hoarding together with CO2 emissions, water and utility consumptions and will be updated on a monthly basis through smart waste management system.

Deep excavation signs will be erected in all areas of excavation throughout the works. All plant and equipment will be filled from the double skinned diesel bowser and a spill kit will be available on site at all times. No edges of excavation will be left overnight where someone may fall into an open excavation. All perimeters of the excavation areas are to be battered to prevent

collapse and falls. Pedestrian barriers will be erected where required to prevent other operatives walking into excavation areas; signage will also direct other site users to safe walk ways across the site.

All dumper drivers will get off the dumper when being loaded and the engine will be turned off and the keys removed from the ignition. Designated routes will be agreed to the agreed stock pile, site operatives and members of public will be separated from this route by pedestrian barriers.

Noise reduction techniques as shown below will be utilised around all mobile static plant.

FIGURE 4: ACOUSTIC SCREENING