

**16 ROSECROFT AVENUE
HAMPSTEAD, LONDON NW3 5PS
PROPOSED LOWER GROUND FLOOR BENEATH THE
FOOT PRINT OF THE HOUSE AND BENEATH A
PROPOSED REAR SINGLE STOREY EXTENSION**



**CONSTRUCTION MANAGEMENT PLAN
JUNE 2018 (REV A)**

G&S Construction Engineering Limited
48 Churchfield Road
London W3 6DL
Tel: 02031170120
Email: szymek@gs-construction.co.uk



Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
25/6/2018	Rev A	PC

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 Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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

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

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

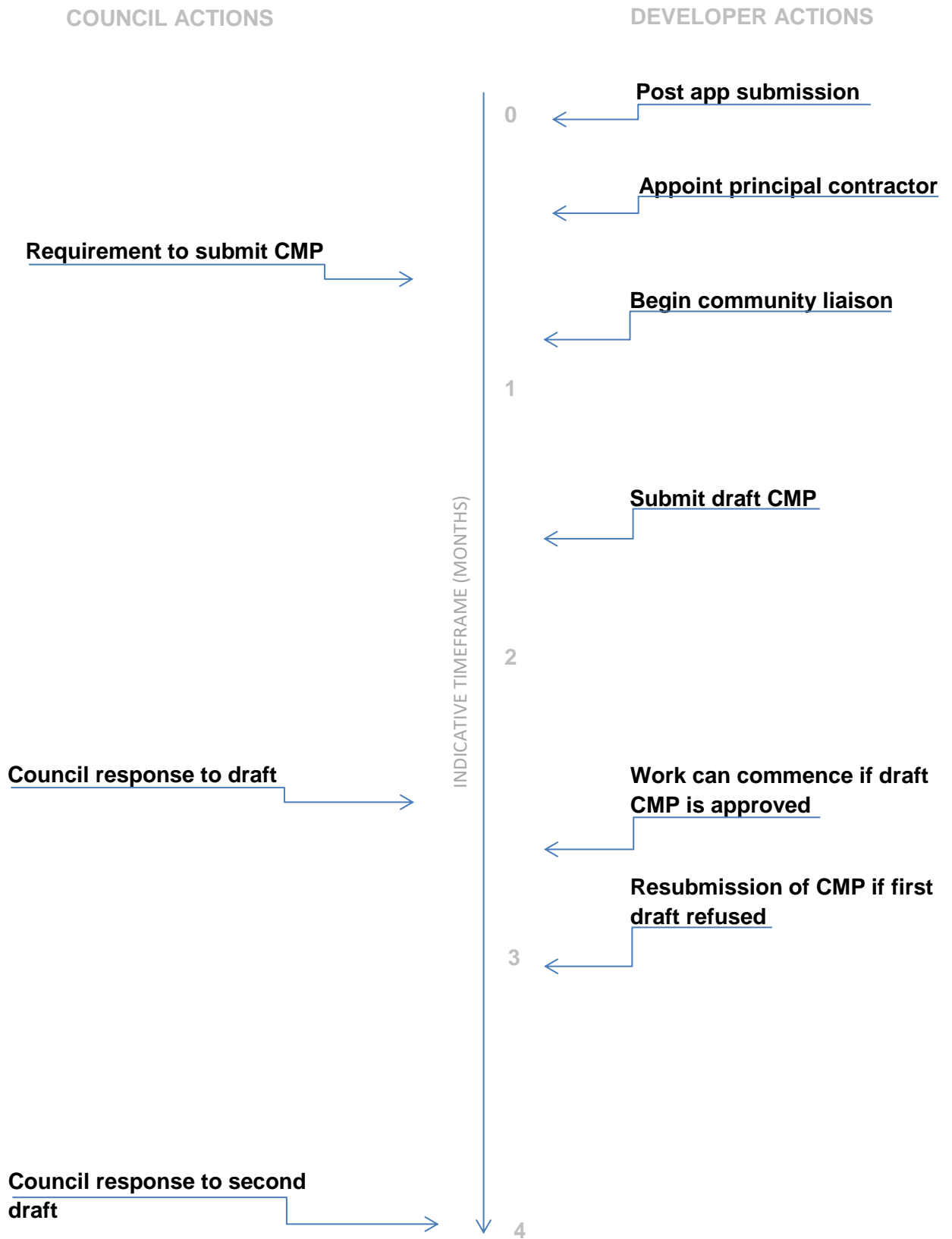
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

INTRODUCTION AND BACKGROUND

A Planning Application has been submitted for proposed works at 16 Rosecroft Avenue. This Construction Management Plan has been submitted in support of this application. The proposed works consist of a new floor lower ground beneath the foot print of the house and beneath a proposed rear single storey extension.

The property lies within The Redington and Frogna Conservation Area. The conservation area is further sub-divided and Rosecroft Avenue lies within Sub Area 2. There are three roads known as The Crofts. Rosecroft Avenue is one of these roads. Rosecroft Avenue largely comprises of semi-detached houses of varied individual appearance but with a “mix and match” set of elements and materials. Rosecroft Avenue has regular spacing of mature London Plane trees that dominate the view looking upwards along Rosecroft Avenue.

It is anticipated that G & S Construction will be engaged to carry out the construction works, though this is yet to be confirmed.

G&S Construction are a well-established local contractor with substantial experience in delivering this type of project and also in working in similar central London locations. Recent projects include the adjoining semi detached house where very similar work has just been completed.

This Construction Management Plan has been prepared in line with good practise

‘A Construction Management Plan outlines how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations and minimising the impact on local amenity. A Construction Management Plan should cover both demolition and construction phases of development. Details of the Construction Management Plan will relate to the scale and kind and location of the development and they should assess the impact on transport and on local amenity including road user amenity. Should any one of these criteria be considered not to be relevant, then specific justification, as to why that particular criterion is not relevant, will need to be provided.’

The approved contents of this CMP must be complied with unless otherwise agreed with the Council. 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.

This CMP is submitted in support of the Planning Application for the proposed works. It can be seen that the proposed works are relatively modest in size. A large proportion of the works will be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site. The work will not require any demolition, with the exception of the current rear extension. This will be carried out using small hand tools. As such this is a Construction Management Plan and not a Demolition and Construction Management Plan.

This Construction Management Plan sets out details of the environmental protection, highway safety and community liaison measures that will be implemented in order to mitigate the

impacts from the project. It will be seen that the Construction Management Plan puts into place measures that will ensure there are no adverse effects on the Conservation Area features. We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours. The Construction Management Plan also includes a waste management strategy for handling and disposing of construction waste. We will update the Council every three months (or more frequently if requested) on our progress and any issues/complaints throughout the construction period.

We acknowledge that this CMP will be a live document throughout the construction. We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by G&S and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

A very similar project has just been successfully completed without any complaints in the adjoining semi-detached house. The same team (main contractors, noise consultant, pest control etc) will be involved on this project. This team was also used for other projects in Hollycroft and Ferncroft Avenue and the team is therefore well versed in the requirements of the CMP in this sensitive residential area. The same precautions and controls will be put in place for this projects as those used previously together with additional improvements learned from these previous projects.

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

Address: 16 Rosecroft Avenue, Hampstead, NW3 5PS
CMP submitted in support of Planning Application

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

Name: Philip Cunningham
Address: The Cunningham Consultancy Limited
147 Billy Lows Lane
Potters Bar
Herts
EN6 1UY

07903202557
Email: billylow@ntlworld.com

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: Szymon Sowa
Address: G&S Construction Engineering Limited
48 Churchfield Road
London W3 6DL
Tel: 02031170120
Email: szymek@gs-construction.co.uk

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.

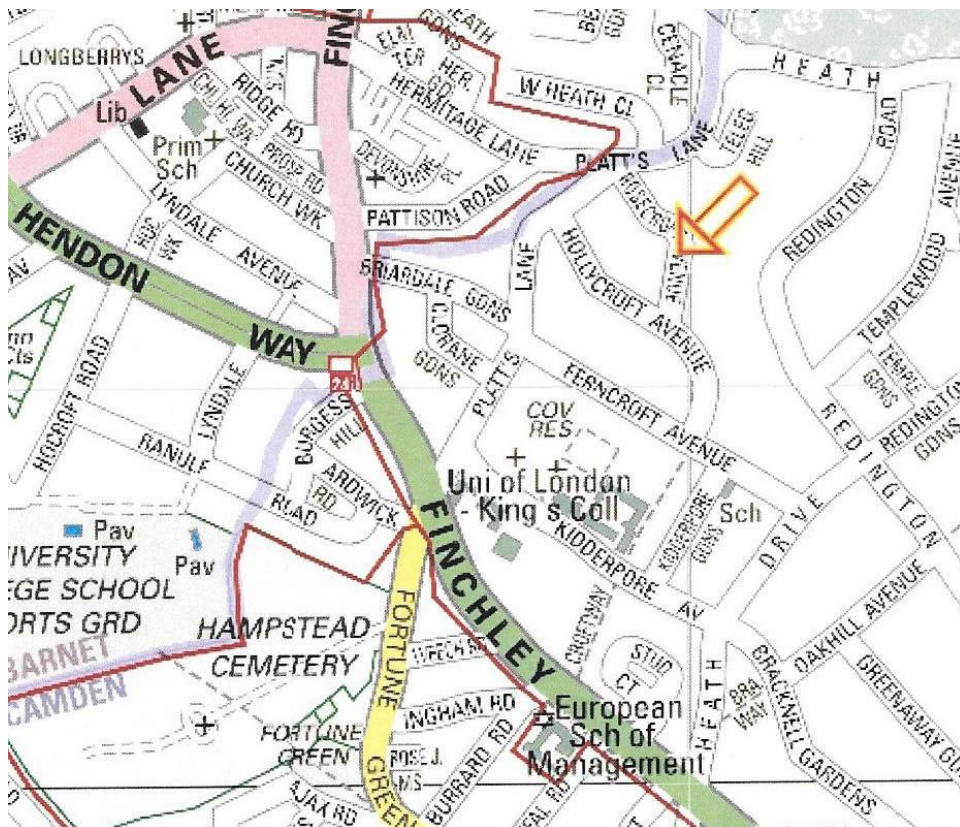
Name: Szymon Sowa
Address: G&S Construction Engineering Limited
48 Churchfield Road
London W3 6DL
Tel: 02031170120
Email: szymek@gs-construction.co.uk

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: Szymon Sowa
Address: G&S Construction Engineering Limited
48 Churchfield Road
London W3 6DL
Tel: 02031170120
Email: szymek@gs-construction.co.uk

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.



Rosecroft Avenue lies within a controlled parking zone which operates Monday to Friday 12.30 to 2.30. The road is also subject to a 20mph speed limit. The property has a dropped crossover with a short length of single yellow line over the crossover. To either side of the single yellow line there are Permit Holder (CA-S) parking bays

It is anticipated that G&S Construction will be engaged to carry out the construction works, though this is yet to be confirmed. The proposed works consist of a new floor lower ground beneath the foot print of the house and beneath a proposed rear single storey extension

Rosecroft Avenue is a residential road.

Access to the site from the north will be from the Finchley Road (A41) via Platt's Lane (signal controlled) and then a right turn into Rosecroft Avenue at the mini-roundabout and southwards to the property. Egress will be southwards along Rosecroft Avenue from the property, turning left into Hollycroft Avenue and again left into Ferncroft Avenue and then right into Heath Drive. The junction of Finchley Road/Heath Drive is traffic signal controlled where vehicles can then turn right to head back towards the north. Access and egress from the south will be the opposite of the above. The need for two routes is due to banned turns at the traffic signal controlled junctions on the Finchley Road (A41).

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

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).

As stated above, the proposed works consist of a new floor lower ground beneath the foot print of the house and beneath a proposed rear single storey extension.

As such the work is of a fairly routine nature. There are no particular challenges in respect to this project. With the exception of a small micro excavator (such as a JCB 8010), only handheld power tools are likely to be used.

Access to the site from the north from the Finchley Road (A41) will be via Platt's Lane and Rosecroft Avenue and egress will be via Rosecroft Avenue, Hollycroft Avenue, Ferncroft Avenue and Heath Drive. Access and egress from the south will be the opposite of the above. These circular routes will mean that no construction related vehicles will need to turn around on residential roads.

All the junctions on the access and egress routes are relatively wide and also protected with waiting restrictions.

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

The adjacent two residential properties (including the adjoining semi-detached house) are the nearest potential receptors.

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 main entrance to the site for materials and for the skips will be via the existing cross over. There are on-street parking bays on either side of the crossover and also on the opposite side of the road. There are no cycle lanes.

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 overall programme of works is 9 months. This can be split into three main phases:

Work Phase	Proposed Start	Proposed End	Duration
Site set up, internal strip and preparation	Sept 18	October 18	1 month
Excavation and structural work	October 18	December 18	3 month
1 st /2 nd fix and fit out	January 19	May 19	5 months

The 24 hour contact will be
 Name: Szymon Sowa
 Tel: 02031170120
 Email: szymek@gs-construction.co.uk

Detail of the 24 hour emergency contact details will be displayed at the site.

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

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

The standard working hours for the site will be as follows:

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

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

No new service connections are anticipated.

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 granting 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 and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

Details of consultation

Consultation with neighbours has taken place and will be reinforced with consultation in respect to the required Party Wall agreements. The contact details will be obtained during this process to ensure a good dialog can be maintained during the construction work.

No significant issues have arisen from these consultations.

Furthermore, as a “neighbourly” gesture, the contractor has agreed not to undertake “noisy” works on a Saturday.

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

The Principal Contractor will be :

Name: Szymon Sowa
Address: G&S Construction Engineering Limited
48 Churchfield Road
London W3 6DL
Tel: 02031170120
Email: szymek@gs-construction.co.uk

We will be operating an ‘open door’ policy and will welcome our neighbours if they have any concerns etc. The Site Manager will hopefully be able to quickly answer any queries or concerns. The client is also keen to have a good and close relationship with the neighbours and is again happy to talk to them where this may be of value. However, it is important that an independent and impartial person is responsible for dealing with community liaison and therefore this role will be carried out by an independent consultant, Philip Cunningham (01707850923).

We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by G&S and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours.

The CMP is an important document and therefore we have consulted residents of Rosecroft Avenue and have brought this document to their attention. The CMP will be amended where necessary in light of any feedback. A copy of the letter has been attached below

DRAFT LETTER TO RESIDENTS OF ROSECROFT AVENUE

September 2018

Dear Neighbour

COMMENCEMENT OF WORKS AT 16 ROSECROFT AVENUE

The purpose of this letter is to inform you of the upcoming works at 16 Roseberry Avenue. The works involve constructing a basement under the current house and under a proposed single storey rear extension. The works will be similar to that recently completed at no 14 Rosecroft Avenue. A large proportion of the works will be carried out internally.

The standard working hours for the site will be as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays

No working on Sundays or Public Holidays

The Principal Contractor will be:

G&S Construction Engineering Limited
48 Churchfield Road
London W3 6DL
Tel: 02031170120
Email: szymek@gs-construction.co.uk

A Construction Management Plan has been prepared to help minimise construction impacts, and relates to both on site activities and the transport arrangements for vehicles servicing the site.

To obtain a copy of the Construction Management Plan please e-mail me at paula@drpartners.com

Paul Appleton
Property Owner at 16 Rosecroft Avenue

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.

No specific Construction Working Group will be set up. However, in order to address any concerns of surrounding neighbours, close contact will continue to be made. G&S Construction acknowledge that a key element of good community/neighbourhood relations is the contact between the site team/sub-contractors/suppliers and the local residents. As such the site manager will ensure that this ethos is reinforced at all site briefings and inductions. The site will also operate an 'open door' policy to allow any local resident to visit the site office to raise any concerns with site manager. Information boards with the contact details of key staff and head office will be on display on the hoardings.

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

The Contact Board will include the following:

- a) The title 'Contact Board'
- b) Name of the main contractor, address and person to whom correspondence should be addressed.
- c) Name of the site manager.
- d) Month and year of completion of works.

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

As mentioned above, the Contractor will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

Any complaints will be recorded.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

G&S will register this project with Considerate Contractors Scheme.

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.

Currently there are no major construction sites in the vicinity of the development. This will be reviewed prior to work starting on site. Due to the residential nature of the area it is not anticipated that the cumulative impacts from further sites in the area will create significant problems.

Contact will be made with any other sites and any other consented schemes in the immediate vicinity to ensure co-ordination where required so that any disruption is minimised.

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 Contractual Considerations

17. Name of Principal contractor:

The Principal Contractor will be :

Name: Szymon Sowa
Address: G&S Construction Engineering Limited
48 Churchfield Road
London W3 6DL
Tel: 02031170120
Email: szymek@gs-construction.co.uk

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (eg. SUD, elearning, Van Smart, on-cycle training etc). CLOCS Compliance will be included as a contractual requirement.

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide.

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. Results from these checks will be logged and retained, and enforced upon accordingly. Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

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

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

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

Confirmed

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

Site Traffic

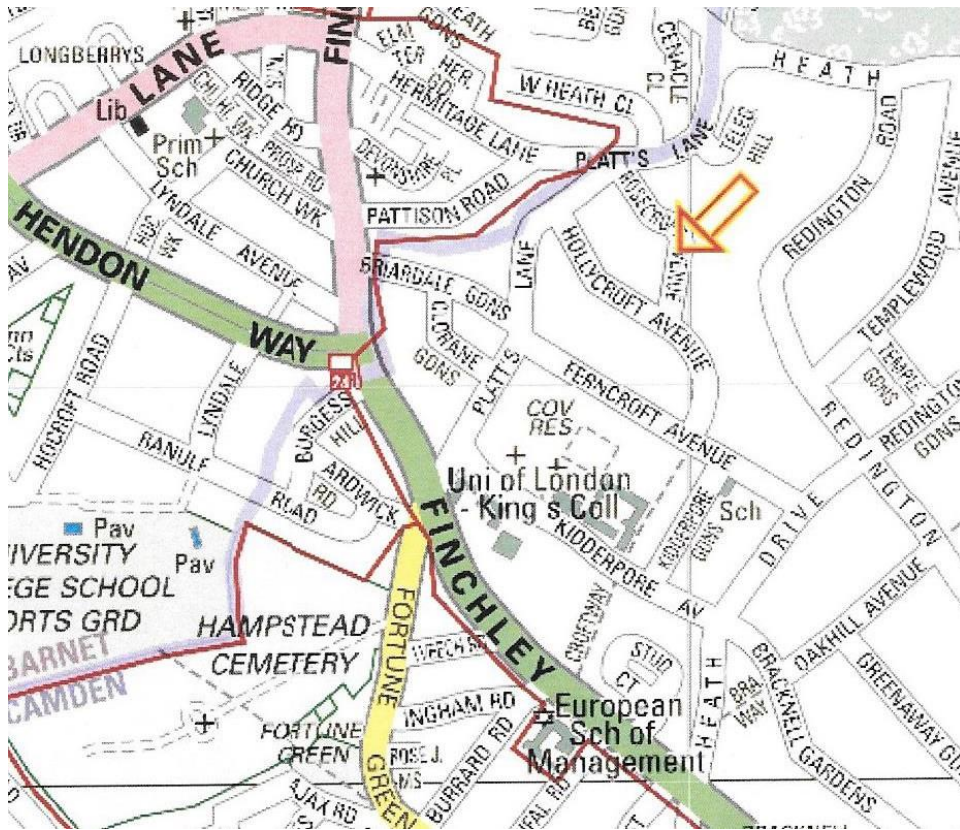
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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 how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.



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.

Details of the access routes will be provided to all suppliers when placing orders and when arranging for visitors to the site.

As strict delivery procedure will be followed for all parking and loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. Deliveries will be allocated time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users.

All deliveries will be made from the kerbside in front of the site.

The designated site operative will be responsible for the movement of materials from delivery vehicles to the site. Where necessary site operatives will control deliveries along the footway to ensure pedestrian safety is maintained at all times.

All materials will be stored within the site boundary. No materials will be stored on the public highway.

No parking will be permitted within the site as no spaces will be available. All subcontractors will be informed that all roads in the area are restricted by parking controls and they will be encouraged to use public transport.

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 proposed working hours during which vehicles will arrive and depart will be 08.00am to 18.00pm Monday to Friday and between 08.00 and 13.00 hours on Saturdays. Only in exceptional circumstances will vehicles arrive or depart outside these hours. Construction vehicle movements will be between 9.30am and 3pm on weekdays during term time.

It is likely a number of varying types of vehicles will be required to undertake deliveries to and from site. These will include:

Skip Lorries (approx. size 7.5m long and 2.4m wide)

Ready Mix Concrete Lorries (approx. size 8.25m long and 2.45m wide)

Flatbed delivery lorries, for items such as steelwork/timber/windows/doors etc (approx. size 8.5m long and 2.4m wide)

It is not anticipated that this scheme will require any more than 2-3 deliveries a day on average. It is envisaged that this level of delivery will be fairly constant throughout all three construction phases.

Nearly all deliveries and the skip exchanges are expected to last less than 15 minutes.

No vehicles will enter the site and there will not be a tight manoeuvre required for the site access or servicing. As such no Autotrack swept path analysis has been undertaken.

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

There are currently no significant developments in the area or on the main access or egress routes.

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.

As strict delivery procedure will be followed for all parking and loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. Deliveries will be allocated time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users.

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

Due to the limited number of deliveries and the booking system, no off-site holding area will be required.

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

The works are of relatively small scale and as such use will not be made of a construction material consolidation centre. However, in order to reduce the impact of associated traffic, where possible local suppliers will be used to reduce overall traffic distance by construction related vehicles.

Site Waste Management Plans (SWMP) have been developed to ensure that site waste is managed more effectively through the course of demolition and construction and through to the operation of developments. By virtue of managing the amount of waste produced, it will help reduce the potential harm to both the environment and to human health. Although since December 2013 SWMP's are no longer compulsory for developments in England, the production of a SWMP is still a useful tool to assist in reducing the amount of waste and increasing the amount of recycling associated with the proposed development.

Any SWMP should develop throughout the various stages of the project, and responsibility for the updating of the plan can transfer between individuals and organisations during these different stages. A thorough approach to site waste management planning will produce a structured plan that can perform three different roles:

1. To set out the importance of effective waste management and how this is enshrined in legislation, policy and guidance at all levels from European down to local, and summarising those that are most important and relevant to the scheme;
2. Identify the baseline conditions and set out waste management issues at each of the three main stages – design, construction and operation, and establish a framework for further development of the Site Waste Management Plan which will continue to be a live document throughout the process of construction;
3. To analyse these waste management issues in terms of any significant environmental effects and how the scheme has been able to either avoid, minimise or mitigate against such environmental effects.

See Appendix A for further details.

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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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

Access from the Finchley Road from the north will be from the Finchley Road (A41) via Platt’s Lane (signal controlled) and then a right turn into Rosecroft Avenue at the mini-roundabout and southwards to the property. Egress will be southwards along Rosecroft Avenue from the property, turning left into Hollycroft Avenue and again left into Ferncroft Avenue and the right into Heath Drive. The junction of Finchley Road/Heath Drive is traffic signal controlled where vehicles can then turn right to head back towards the north. Access and egress from the south will be the opposite of the above. The need for two routes is due to banned turns at the traffic signal controlled junctions on the Finchley Road (A41).

These circular routes will mean that no construction related vehicles will need to turn around in residential roads. All the junctions on the access and egress routes are relatively wide and also protected with waiting restrictions.

The Finchley Road (A41) is a Red Route and forms part of Transport for London Road Network.

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

A strict delivery procedure will be followed for all parking and loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. Deliveries will be allocated time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users.

All deliveries will be made from the kerbside in front of the site.

The designated site operative will be responsible for the movement of materials from delivery vehicles to the site. Where necessary site operatives will control deliveries along the footway to ensure pedestrian safety is maintained at all times.

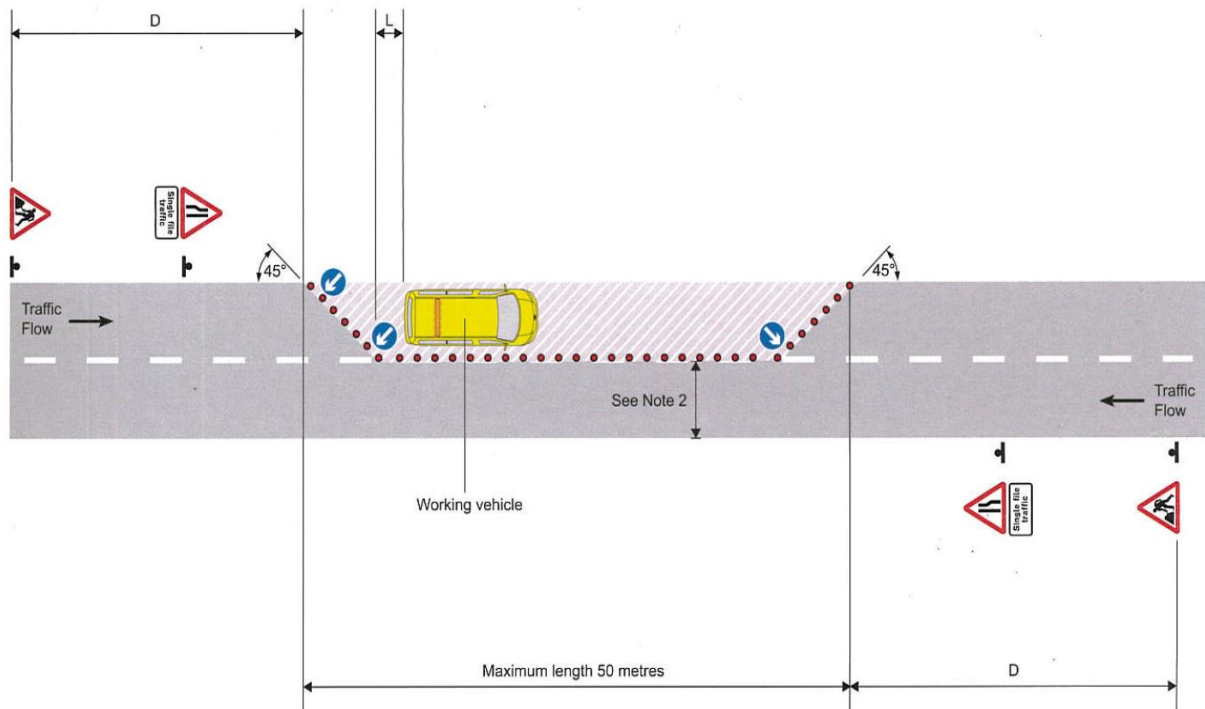
All materials will be stored within the site boundary. No materials will be stored on the public highway.

No parking will be permitted within the site as no spaces are available. All subcontractors will be informed that all roads in the area are restricted by parking controls and they will be encouraged to use public transport.

Safety at Street Works and Roads Work – A Code of Practise October 2013.

Nearly all deliveries and the skip exchanges are expected to last less than 15 minutes. The signing for these will be as shown below (Extracted of page 87). The distance D for 30 mph speed limits or less is 20 to 45 metres.

Short duration stops more than 15 minutes on a single carriageway road

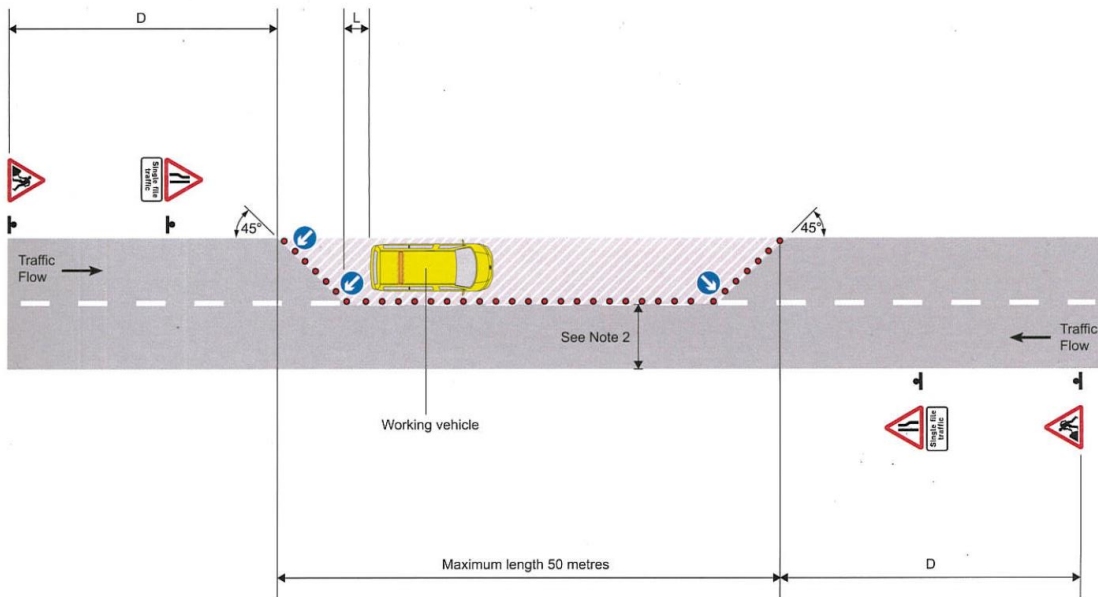


Notes

- 1 For dimensions D and L see table inside back cover.
- 2 See page 52 for guidance on unobstructed width past the works.

A very limited number of deliveries may be between 15 and 60 minutes. The signing for these will be as shown below (Extracted of page 89). The distance D for 30 mph speed limits or less is 20 to 45 metres and distance L is 0.5 metres. The desirable restricted lane widths for shuttle working is 3.25 and 3.5m. The absolute minimum is 3m for normal traffic including buses and HGV's. However, in areas where there is generally only cars and light vehicles only and the absolute minimum can be reduced to 2.5m. Traffic control by 'give and take' is appropriate given the flows and speeds. Site observations indicate that the traffic flow on Rosecroft Avenue is low and involves very low numbers of larger vehicles.

Short duration stops more than 15 minutes on a single carriageway road



Notes

- 1 For dimensions D and L see table inside back cover.
- 2 See page 52 for guidance on unobstructed width past the works.

For deliveries or works involving stops expected to last more than 60 minutes will have signing and guarding as for a fixed site.

Banksmen will be present at all times during loading/unloading activities.

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).

There are no tight manoeuvres tight manoeuvres on vehicle routes to and from the site or in terms of the access and egress arrangements at the site and as such no swept path drawings have been prepared.

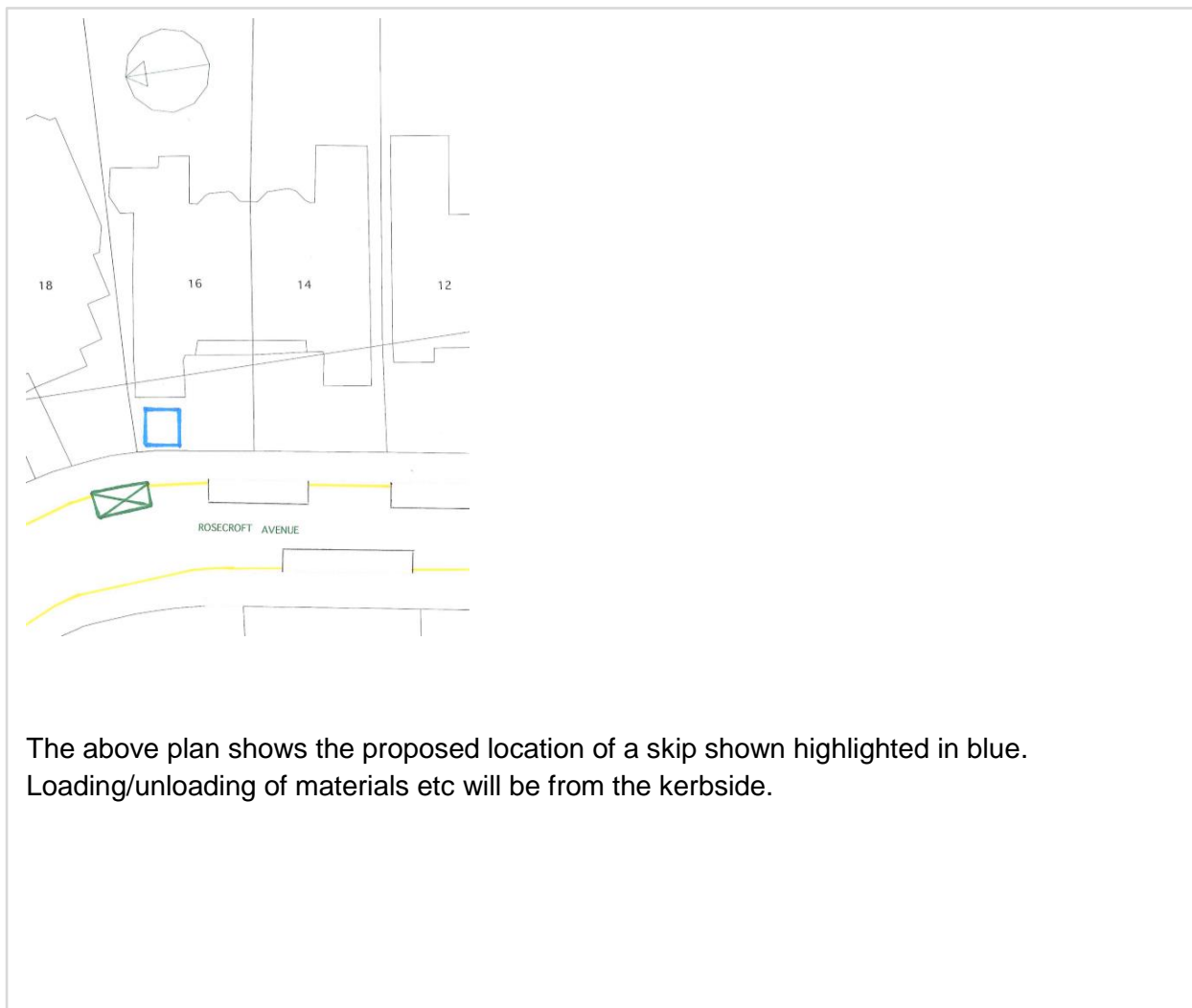
d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

No wheel washing facilities will be required

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.



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.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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](#).

25. Scaled drawings of highway works

It is anticipated that for some larger deliveries the parking space will be required directly in front of 16/18 Hollycroft Avenue, as shown in pink in the plan below. The yellow line in front of the property will allow for extra manoeuvring space.



The Council's Highways Team will be contacted regarding the above and made aware of the timescales and in terms of the required Temporary Traffic Management Order and License requirements.

Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)

There will be no scaffolding and therefore no overhang to any public footpath. There will also be no gantry/cranes overhanging the public highway.

There will be no occupation of the public highway.

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

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

No highway works are required to enable construction to take place.

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

Not Applicable

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).

Not Applicable

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.

Materials will need to be moved across the footway between the loading area and the site entrance. While this footway is only lightly used, in order to ensure this is done with maximum safety for pedestrians, all delivered will be managed and controlled by site staff (banksmen) who will ensure all movement of goods/supplies is carried out safely.

Cyclists will not materially be affected by the works.

Details of how traffic associated with the Development will be managed in order to reduce congestion

As previously mentioned, deliveries to site will be closely controlled and managed. The timing of deliveries should ensure that any disruption/congestion is kept to an absolute minimum. Where possible, deliveries will be programme to take place in the off-peak period. In particular, it is envisaged that the limited concrete and steel deliveries will be carried out outside the peak period and outside of school arrival and departure times.

Whenever possible, all site deliveries will consist of full loads rather than part loads in order to reduce the overall number of trips.

All workers and subcontractors will be encouraged to travel to site by public transport. As no parking will be provided for workers, it is not anticipated that these will generate vehicular movements.

Other measures designed to reduce the impact of associated traffic

The proposed development is relatively small with a very low traffic generation and as such no further measures to reduce the impact of associated traffic have been proposed.

Details of hoarding required or any other occupation of the public highway

2.4 metre high wooden hoardings will be provided all round the site during the main works. The hoardings will be painted in the livery of G&S Construction and will be maintained in good order throughout the construction period. Gates will be provided in the hoarding for deliveries. There will be no public viewing built into the hoardings as these are not felt appropriate for this project. There will be no decorative displays as these are not felt to be appropriate.

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

No temporary structures will overhang the public highway (e.g. scaffolding, gantries, cranes etc.).

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.

Apart from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used. Most works will also be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site, with a gate and then the main door of the house. Thus two noise and dust barriers from the work within the house. These doors shall be kept closed whenever any noisy and potentially dusty activity is being undertaken.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

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.

Noise monitoring:

Even though the scope of construction work is limited, it is fully acknowledged that Noise, Dust and Vibration can cause real nuisance to neighbours and lead to complaints. G&S Construction are experienced in working in sensitive locations and have done so for many years without problems arising. A key factor in this success is that we work with a number of partners to ensure we continue to use best practice. For this project our Noise, Dust and Vibration consultant would be:

KP Acoustics Ltd.
Britannia House
11 Glenthorne Road
London
W6 0LH
Phone: +44-(0)208-2228778

KP Acoustics Limited are experienced acoustic consultants that provide clear advice in **acoustics, noise and vibration**

We are committed to having **No Complaints** during the build. If any complaints were to be received, these would be reviewed by G&S and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours.

If any concerns are raised we will call in KP Acoustics to assess the situation and to advise the most appropriate way in which any problems can be addressed.

It is noted that the recent work next door at 14 Rosecroft Avenue and 16 Hollycroft Avenue did not require a noise survey, though the work at 21 Kidderpore Gardens did require one because the children's school St Margaret's was opposite the site.

At 16 Rosecroft Avenue, we have the same team and site management set up as 16 Hollycroft Avenue, 3 Ferncroft Avenue; 36 Ferncroft Avenue, 38 Ferncroft Avenue and 14 Rosecroft Avenue, all projects completed with **No Complaints** from neighbours on any of these projects. The team are all used to working with neighbours and accommodating any special requirements.

Due to the residential nature of the area, existing noise levels are expected to be low.

Noise levels from construction during the working day will be monitored against indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. As mentioned above, apart from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used. Most works will also be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site, with a gate and then the main door of the house. Thus two noise and dust barriers from the work within the house. These doors shall be kept closed whenever any noisy and potentially dusty activity is being undertaken.

Noise levels will be monitored during construction as follows:

- Noise and Vibration monitoring will be carried out regularly, as well as in response to requests/complaints or any new activities that have the potential to generate significant noise.
- Checks will be made on method statements to ensure that the best practice described in the standards is being applied in the method and site activities.

Noise attenuation screening will be used if deemed appropriate. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical. However, due to the nature of the works no noise attenuation screening is currently felt to be required.

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

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

It is not anticipated that noise levels will exceed indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. Monitoring will be undertaken to ensure compliance with this recommendation.

Where the measured noise levels are more than 3 dB (A) above the maximum indicative 75dB action level or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so.

Vibration is not predicted to be an issue in light of the nature of the proposed works.

However, it is accepted that concerns may arise and therefore if this is the case we would again call in KP Acoustics to assess the situation and to advise the most appropriate way in which any problems can be addressed.

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.

Noise and Vibration Mitigation:

G&S have built up a substantial amount of experience in terms of minimising noise and vibration by taking advice from specialist companies, including KP Acoustics, and by implementing mitigation measures. It is noted that there were no issues with the similar work recently completed next door. The key mitigation measure currently employed are set out below.

All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors. Vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential), though Vibration is not predicted to be an issue in light of the nature of the proposed works.

- Any noise emitting equipment on site that is required to run continuously will be housed in a suitable acoustic enclosure.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The use of and noise from, percussive tools will be limited as far as reasonably possible.
- The hoarding erected around site will also help to reduce noise transmission.
- Excavators will be fitted with hydraulic pulverisers and shears whenever possible in preference to hydraulic hammers.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per BS 5228-1: 2009.
- Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.
- The positioning of compressors will also be taken into consideration to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers
- Electrically powered tools will be used as opposed to petrol/diesel powered, wherever possible.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- No personal audio equipment will be allowed on site e.g. radio.
- Acoustic blankets will be employed where necessary on the party wall.

Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary. Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

As mentioned above, the proposed works are modest in size and most works will also be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site, with a gate and then the main door of the house. Thus two noise and dust barriers from the work within the house. These doors shall be kept closed whenever any noisy and potentially dusty activity is being undertaken.

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

The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors.

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

Best Practice Means (BPM) will be used to ensure that dust does not cause nuisance. Where dust is considered to be a risk during a specific site activity, mitigation measures will be included in the task specific method statement for the work. The controls listed in the method statement will be assessed on site to ensure they are adequately carried out and effective. The controls will be briefed to the engineers and operatives to ensure they are aware of mitigation measures and controls to be employed. During demolition the following controls will be implemented:

- Monaflex sheeting will be placed to screen the demolition where possible.
- A soft strip of materials will be carried out prior to structural demolition.
- Materials will be removed from site as soon as possible for appropriate recycling and disposal.
- Drop heights will be minimised as far as possible.
- A water spray will be used to control dust.

Mitigation measures to ensure dust is kept to a minimum will include:

- Large stockpiles of materials will be avoided and are not anticipated due to the nature of the project and the restrictive available area during the initial excavation.
- Use dust screening where possible.
- Damping down the areas with water to suppress the dust whilst ensuring the application does not create excessive mud.
- Construction plant will be well maintained and operated to minimise emissions.
- Good housekeeping including the regular sweeping of floors will be maintained and debris disposed of in enclosed skips.
- Outer surfaces of skip will be washed before leaving site. Vehicles shall not enter or leave site via road in any but exceptional circumstances.
- Equipment and techniques such as dust extractors will be used to minimise dust when using cutters and saws.
- Portable knapsack dust suppressors will be employed on floors.
- The Environmental Advisor will brief operatives on good practice and will carry out regular inspections to ensure that BPM is employed across the project.
- Wind conditions will be taken account of when arranging activities that are likely to emit aerosols, fumes, odours and smoke.

Materials will be pre-fabricated and pre-cut off site where possible to minimise dust from cutting and grinding activities. If cutting and grinding cannot be mitigated off site then water suppressant systems and or local exhaust ventilation will be employed.

In terms of our Strategy we have taken due regard of the Mayor's Best Practise Guidance on Control of Dust and Emissions.

Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary.

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.

Dirt and dust on the public highway will be greatly restricted as no vehicles will access the site. Waste material will be transported directly into skip. All muck away lorries will be covered to reduce the risk of debris falling onto the highway.

If conditions require, dust will be suppressed by spraying with water. However, as there is only limited demolition and no site traffic, it is felt that this is unlikely to be required.

In the unlikely event of materials being deposited on the public highway, immediate action will be taken by site staff to safely remove the material. If a large spill did occur, an approved road sweeper will be hired to remove the material and clean the public highway.

As no vehicles will enter the site, no wheel washing facilities will be provided.

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

Even though the scope of construction work is limited, it is fully acknowledge that Noise, Dust and Vibration can cause real nuisance to neighbours and lead to complaints. G&S Construction are experienced in working in sensitive locations and have do so for many years without problems arising. A key factor in this success is that we work with a number of partners to ensure we continue to use best practise. For this project our Noise, Dust and Vibration consultant would be:

KP Acoustics Ltd.
Britannia House
11 Glenthorne Road
London
W6 0LH
Phone: +44-(0)208-2228778

KP Acoustics Limited are experienced acoustic consultants that provide clear advice in **acoustics, noise and vibration**

We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by G&S and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

See above for further details

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

An initial Risk Assessment has been undertaken in line with GLA's Control of Dust and Emissions During Construction and Demolition 23 July 2014. During the three phases of site set up, earthworks/structural works and fit out the dust emission magnitude was deemed to be small

The Air Quality (Dust) Risk Assessment should be set out using the following four phases of development:

- Demolition
- Earthworks
- Construction
- Trackout

A site is allocated to a risk category based on two factors:

The scale and nature of the works, which determines the potential dust emission magnitude as small, medium or large.

The sensitivity of the area to dust impacts is defined as low, medium or high sensitivity.

The dust emission magnitude is small for all four stages

As the receptors are residential properties, these are classified as High sensitivity receptor

As such the Risk of Dust Impacts is Low for the Earthworks, Construction and Trackout phases.

As mentioned above, the work will not require major demolition.

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

The relevant mitigation measures from the SPG will be delivered onsite.

The Contractor will:

Take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment; and keep an accurate log of complaints from the public, and the measures taken to address any complaints, where they were required.

- 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.

The site is not deemed to be High Risk.

- 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).

Even though the scope of construction work is limited, it is fully acknowledge that Pests can cause real nuisance. G&S construction are experienced, working in conjunction with our specialist partners, in dealing with pests. A key factor in this success is that we work with a number of partners to ensure we continue to use best practise. For this project our Pest Control partner would be:

Gary Coates
 West London Pest Control
Contact e-mail: gary@westlondonpestcontrol.co.uk
Telephone: 07979128476

G&S have built up a substantial amount of experience in terms of pest management including containing a pest infestation. This experience has been obtained by taking advice from specialist companies, including West London Pest Control Ltd, and by implementing mitigation measures.

The first mitigation measure will be to carry out baiting.

Prior to work commencing on site a report will be prepared by West London Pest Control Limited and this will be submitted to the London Borough of Camden.

West London Pest Control Ltd
 21 Stanley Gardens Road
 Teddington, Middlesex, TW11 8SY

www.westlondonpestcontrol.co.uk
 gary@westlondonpestcontrol.co.uk

Office: 020 8945 5702
 Direct: 0797 9128 476



WEST LONDON
 PEST CONTROL

Please make cheques payable to:
 West London Pest Control Ltd

Bank transfer details:
 Acc No. 13518205
 Sort Code 20-46-76

Company Reg No. 10036701
 Thank you for your business

QUOTE

Quote No. WLPC 789
 Order Ref.
 Quote date: 22 May 2018
 Acc Ref: 16 Rosscroft Ave,
 Camden,
 London.

Details:

- 1. → Cost of site visit to fully inspect property and produce a written report stating any pest issues that may be present, if none present the report will reflect my findings. → £125.00
- 2. → If pest issues are present and follow up visits are required these would be charge for Rodent baiting, minor proofing. Cost per visit. → → → → → £80.00

If no pest issues are present in the property the report will reflect my findings. If during the build issues arise and a course of baiting is required please let me know as soon as possible.

Rodenticide can't be placed into a property just as a precaution, the local planning office should be aware of this, if they have any issues please direct them to myself.

Additional key mitigation measures currently employed are set out below.



Pest Management

Renovation

1. Renovation of buildings containing a pest infestation can result in a dispersion of these pests into the surrounding area and may also result in the same pests infesting the new buildings.
2. Six weeks prior to the commencement of renovation, individual blocks, properties and the surrounding area will be surveyed by professional pest control staff in order to identify the presence and extent of any infestations. Where infestations are identified, appropriate treatments must be implemented to eliminate infestation before demolition.
3. Unprotected exposure to the debris arising from bird infestation in disused buildings can result in disease such as ornithosis. Such debris should always be dealt with by fully trained persons wearing appropriate personal protective equipment.

Sewers and rodents

1. Rats live in sewers and move through drainage systems. They come to the surface and enter buildings through breaks and faults in the drainage system.
2. Capping of drainage systems will be carried out where appropriate to isolate old redundant sewers /drains, including those servicing properties that have been vacated and are awaiting clearance and demolition.
3. Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed.
4. Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.
5. To prevent rat egress from live drains and sewers to new systems, the live systems will be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.
6. Pest monitoring and baiting programmes will be instigated on construction and refurbishment sites, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work, Etc. Act 1974.
7. An all-encompassing sewer rat monitoring programme will be implemented in the sewer systems within the project area for the duration of the project.
8. Sewers and drains will be cleared of any remaining building debris.
9. While carrying out the connection of new drains to the existing system, any exposed drain shall not be left overnight without capping with a drain stopper to prevent any rodents using the drain runs.

Site hygiene

1. Contractors will ensure that construction sites are kept as clear and tidy as possible. Accumulations of surplus or damaged building materials can act as harbourage for pests, and should be removed and disposed of promptly and safely.
2. Construction staff will not leave food debris within buildings under construction, as this will encourage pests to become established.

3. Staff site facilities including canteens, accommodation and sanitary provision will be constructed and maintained in a clean and hygienic manner and in accordance with relevant regulations and codes of practice. Waste must be stored safely in suitably located, pest-resistant, closable containers and removed frequently.

Compliance Monitoring

Information relating to site inspections, copies of receipts and details of any work carried out will be retained and provided to the Local Authority upon request.

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

An asbestos survey will be carried out prior to the commencement of works, though no asbestos is anticipated.

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.

G&S have a strict policy in respect to the conduct of employees (both direct and sub-contractors). All complaints will be taken seriously and investigated. Action will be taken where appropriate. Repeat offences or serious breaches will result in the removal of staff from site.

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

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): Sept 2018-May 2019
- 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:
- 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:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

APPENDIX A : Site Waste Management Plan

Responsibility

Name of client	
Name of principal contractor	
Name of person who drafted plan	
Notes, amendments	

Construction Project

Location (address, postcode if appropriate)	
Estimated project cost	
Notes, amendments	

Materials Resource Efficiency

Describe here any methods adopted during the conception, design and specification phase to reduce the amount of waste arising.

Method	Resource saving (quantify if possible)

Waste Management

Declaration

The client and principal contractor will take all reasonable steps to ensure that –

- a) all waste from the site is dealt with in accordance with the waste duty of care in section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) regulations 1991; and
- b) materials will be handled efficiently and waste managed appropriately

Signatures

Waste Type	Quantity (m ³ or tonnes)							
	Re-use on-site	Re-use off-site	Recycling on-site	Recycling off-site	Other form of recovery on-site	Other form of recovery off-site	Sent to landfill	Other disposal
Estimates								
Inert								
Non-hazardous								
Hazardous								
Totals (m ³ or tonnes)								
Actual								
Inert								
Non-hazardous								
Hazardous								
Totals (m ³ or tonnes)								
Difference between estimates and actual								

Waste Records

Date removed	Waste Type	Identity of the person removing the waste	Site the waste is being taken to and whether licensed or exempt	Waste carrier and registration number*	Confirmation of delivery

* evidence of waste carrier registration and waste transfer or hazardous waste consignment notes for each removal of waste should be provided either as part of the plan, or filed and cross-referenced

Post-Construction

[Within three months of the construction work being completed]

Confirmation

This plan has been monitored on a regular basis to ensure that work is progressing according to the plan and has been updated to record details of the actual waste management actions and waste transfers that have taken place.

Signature

Issue	Details
Explanation of any deviation from the planned arrangements	
Waste forecasts – exceeded	
Waste forecasts – not met	
Cost savings achieved	