Construction/ Demolition Management Plan

pro forma

40, Ornan Road,

Highgate,

London, NW3 4QB

Camden

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
04/09/2020	01	D. Browne

Additional sheets

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

Date	Version	Produced by
29/09/20	02	D.Browne
Change to Site Contact Details CCS registration details added List of addresses the plan was sent to Email exchanges with residents Email sent to 3 ward councillors		

Date	Version	Produced by
14/10/20	03	D.Browne
Change to section 16 – CLOCS Standards Change to section 21a – Vehicle loading/unloading Change to section 23 – Parking suspensions Change to section 28 – Environment Appendix H added		

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature 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 the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 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.**"

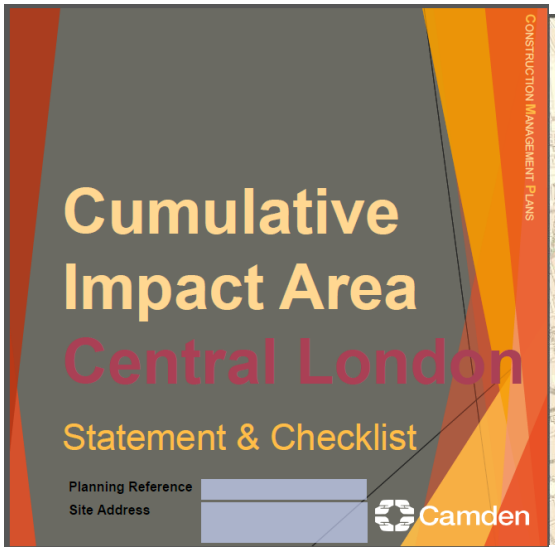
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

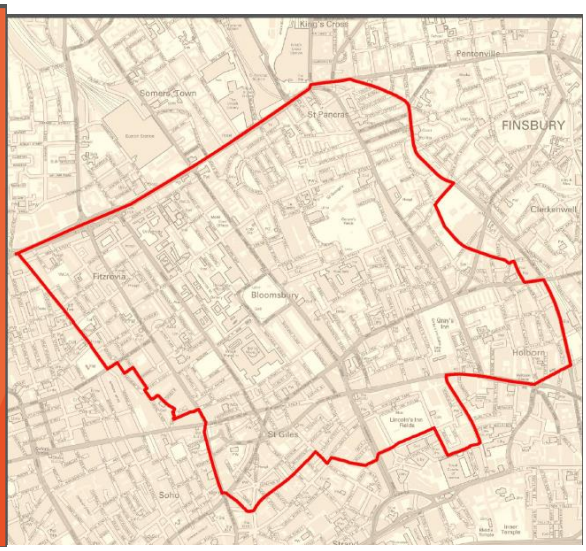
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

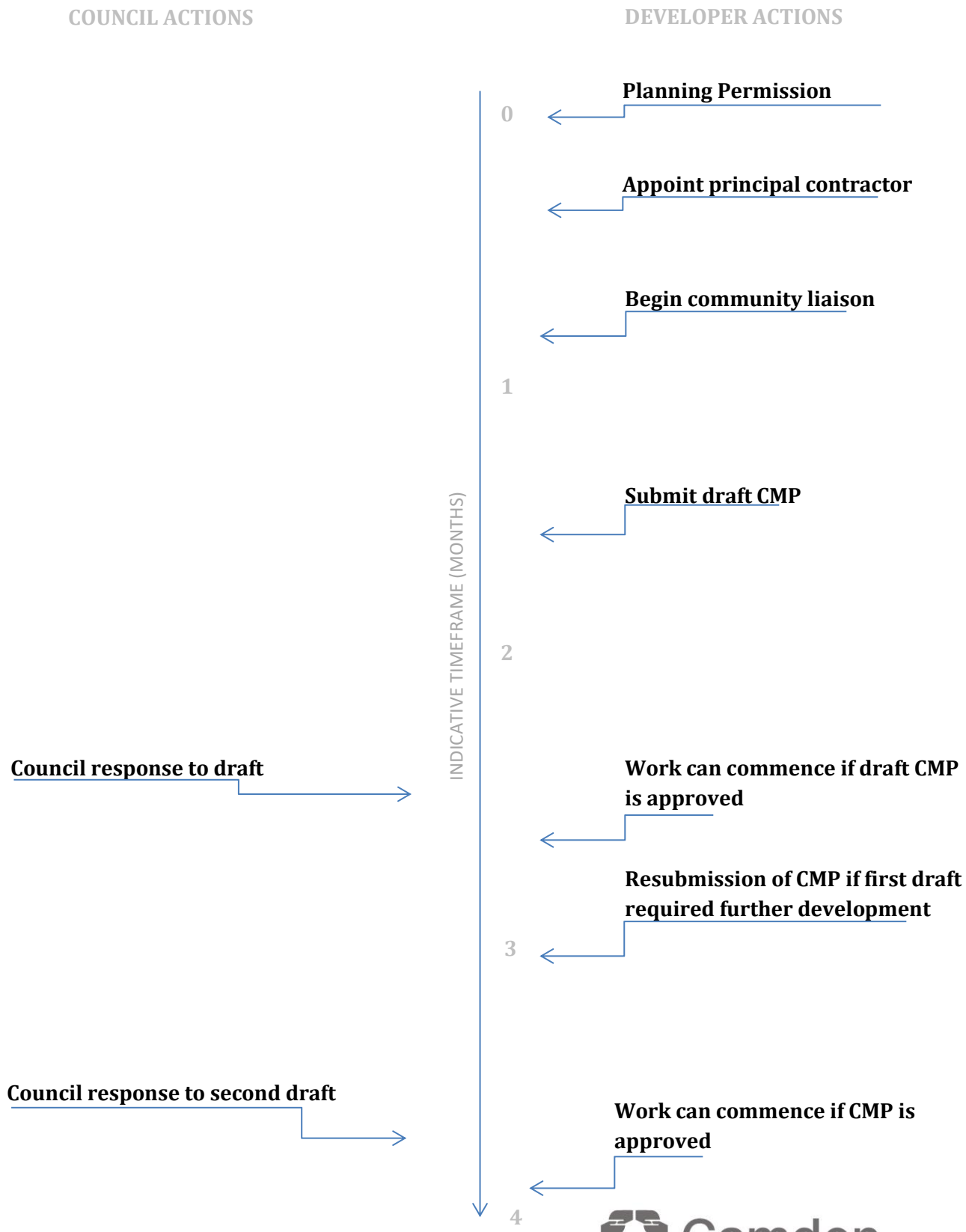
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
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 required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: 40 Ornan Road, London, NW3 4QB

Planning reference number to which the CMP applies: 2019/6141/P

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

Name: David Browne

Address: Claremont Refurbishment Ltd, 73-75 Hook Road, Surbiton, KT6 5AF

Email: davidb@claremontr.co.uk

Phone: 07900 563 900

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: Radislav Gyondrov

Address: Claremont Refurbishment Ltd, 73-75 Hook Road, Surbiton, KT6 5AF

Email: RadG@claremontr.co.uk

Phone: 07879 474942

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: Radislav Gyondrov

Address: Claremont Refurbishment Ltd, 73-75 Hook Road, Surbiton, KT6 5AF

Email: RadG@claremontr.co.uk

Phone: 07879 474942

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: David Browne

Address: Claremont Refurbishment Ltd, 73-75 Hook Road, Surbiton, KT6 5AF

Email: davidb@claremontr.co.uk

Phone: 07900 563 900

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.

Site Location Plan Attached – App A

The site is located in a residential area of NW3 and bounded by Ornan Road to the front and Belsize Lane to the rear.

The development proposal includes extension and refurbishment to the existing residential property and a new basement together with the provision of a garden room and new landscaping.

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 construction works comprise both front and rear extensions to the property and a new basement under part of the existing building. There will be full refurbishment and some alteration to the internal of the existing house. The contract also includes landscaping to the existing rear garden and the provision of a new garden studio.

The site can be accessed from the front (Ornan Road) and rear (Belsize Lane).

The property is bounded on either side by other residential buildings and there is an entrance to a junior school on – Belsize Lane, opposite the rear of the property.

8. 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).

A draft programme is attached – App B.

It is anticipated the project will commence on 28th September 2020, with an overall contract period of 50 calendar weeks.

Completion is therefore anticipated at 13th September 2021.

Milestone Dates

Basement Construction	-	Start: 12th October 2020
		End: 18th December 2020
Piling (1st visit)	-	Start: 25th January 2021
(front area)		End: 5th February 2021
Piling (2nd visit)	-	Start: 29th March 2021
(Rear area)		End: 2nd April 2021
Build garden studio	-	Start: 5th April 2021
		End: 18th June 2021

9. 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

Monday to Friday	-	8:00am – 6:00pm
Saturday	-	8:00am – 1:00pm (occasionally)
Sunday/ Bank Holiday	-	No Working

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.

10. Sensitive/affected receptors

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.).

St Christopher's School on Belsize Lane. Neighbouring residential properties on Ornan Road.

11. 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.

All local residents and neighbours were informed of the Planning Application and there were no objections.

Further consultation was undertaken with residents in relation to the Basement Impact Assessment by Campbell Reith on behalf of Camden.

Ver 02-

The introduction letters were sent to the following address:

38, 36, 54, 32, 30, 28, 26, 35, 37, 39, 41, 43, 45, 47, 49, 51 & 53 Ornan Road

17a, 14, 34, 17, 15 & 13 Belsize Lane

St Christopher's School

Feedback was received from the following addresses:

41 Ornan Road & 38 Ornan Road

The letter that was hand delivered to the residents & the correspondence feedback received from residents are included in Appendix F.

The construction plan was sent by email to the following local Ward Councillors:

oliver.cooper@camden.gov.uk, maria.higson@camden.gov.uk, stephen.stark@camden.gov.uk

A copy of this is included in Appendix G.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

Not deemed necessary on this project however we propose to issue a monthly update to the local residents during the contract period.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

CCS Registration details –
Site ID: 122809
Ref: 7166
Order ID: SRO16901

I have read and understood the 'Guide for Contractors working in Camden'

14. 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.

This site does not fall within the current 'Cumulative Impact Area'

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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Claremont Refurbishment Ltd

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

1. Review of Monthly Reports to include performance of both fleet and site operations.
2. Quarterly reports shall be reviewed by both the Contractor & the Client to indentify trends and need for remedial action.
3. Independent assessments by CLOCS site monitoring team.
4. In order to comply with CLOCS standards and FORS silver standard we will ensure all drivers of vehicles over 3.5t have undertaken Safe Urban Driver (SUD) training and such vehicles fitted with blindspot minimisation equipment and audible left turn alerts.

   The procurement process will include such requirements on all orders to be placed with suppliers and subcontractors.

   Checks will be made on vehicles at the site entrance to ensure compliance with these requirements and an audit process implemented using the CLOCS Guide – Managing supplier compliance.

17. 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.

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.

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

See Appendix C

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

As part of the project procurement strategy we will include CLOCS requirements on all tender enquiries, subcontracts and purchase orders. In doing so we will ensure that adequate resources are allocated by site & fleet operators within the tender prices to meet CLOCS standards. Details of the specified delivery route will be approved appended to all orders.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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**.**

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

32t clearance vehicle	–	1 collection / week for first 3 weeks
32t muck away vehicle	–	3 collections / week for weeks 3-6
Concrete delivery vehicle	–	2 deliveries / week for weeks 7-20
Piling rig delivery/ collection	–	2x delivery + 2x collection in weeks 16-24
32t delivery vehicle	–	2 deliveries / week during main construction phase
18t flatbed vehicle	–	2 deliveries/ week for duration of construction phase
3.5t van	–	2 deliveries/ week for duration of construction phase

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Currently there are no other sites in the local area or along the route to site from the main A502 (Haverstock Hill).

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

No constrained manoeuvres anticipated along the selected route.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

The site will require limited number of deliveries, less 3/day on average. A detailed delivery schedule will be developed to ensure there is no opportunity for more than one delivery vehicle to arrive at any time. Drivers will be required to call the Site Manager prior to leaving the depot to agree a delivery slot. This requirement will be included in all subcontract & purchase orders.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

Deliveries to site anticipated at less than the 3/day on average for project duration.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

A planned delivery schedule will be operated at site level to include;

- Scheduled delivery times
- Driver details & accreditations
- Control and reduce peak time traffic

20. 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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Vehicles will not enter the site & will load/ off load from the highway.

See App D.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

N/A

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

N/A

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

N/A

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

See App D.

On some occasions access to the site will be required at the rear on Belsize Lane. Such access will be strictly controlled to ensure it is not used at peak hours and only between the hours of 9:30 and 15:00 during school term times.

We plan for the majority of deliveries to be in small quantities via vehicles able to access to the front of the existing crossover on either Ornan Road or Belsize Lane as indicated on the site logistics layout in App D. Materials will generally be palletised and either placed directly on to the site via the gates or set on the crossover and moved into site by hand operated pallet truck. A traffic marshall will assist throughout the delivery process as described in section b below.

The nature of the work (underpinning and piling) requires small quantities of concrete to be delivered on different days so the delivery vehicle can be accommodated on the road adjacent the existing crossovers. It is not expected there will be a need for concrete pumping and so space is not required to site a pump in conjunction with the delivery vehicle.

There may on occasion be the need to create more space on the road for particular larger deliveries in which case we will plan such events in advance and arrange for suspension of the necessary parking bays for no longer than one day on each occasion.

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

All deliveries to the site will be planned & scheduled so preparations can be put in place in advance. A traffic Marshall will be stationed outside the site to receive the delivery vehicle and assist with parking in the allocated zone. Warning cones will be positioned around & approaching to the vehicle from both directions.

During the unloading and loading process the Marshall will assist pedestrians and other road users to navigate past or around the vehicle, with particular attention given to vulnerable footway users.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

All site set-up is contained within the site boundaries.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

No parking bay suspensions are anticipated for the duration of the project.

There may be a requirement to suspend parking bays occasionally for no longer than one day for each suspension for the purpose of delivery of larger loads. The required period will be provided at the time.

24. 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. 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 justification of proposed occupation of the public highway.

N/A

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

N/A

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

N/A

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

All scaffolding, etc contained within the site boundaries.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

N/A

27. Services

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.

Use of existing incoming services only.

Environment

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

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

See App E

A signed copy of the Addendum to CMR – CMP working Framework is included at App H

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

See App E

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

See App E

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

See App E

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

See App E

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

See App E

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

See App E

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

See App E

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 (SPG), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

See App E

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

See App E

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

See App E

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).

See App E

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

An Asbestos Survey was carried out by Riverside Environmental Services Ltd on 5th February 2020. The Surveyor was able to access all areas for the purpose of the report. The survey reported that one location had been identified on containing asbestos, which should be reviewed prior to demolition of refurbishment.

The sample confirmed was a bitumen cable wrap within the front garage.

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.

See App E

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): - TBA

b) Is the development within the CAZ? (Y/N): - TBA

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

d) Please confirm 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:

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:

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.

Signed: ……

Date: ……11/09/2020……..

Print Name: ……D.Browne……..

Position: ……Principal Contractor – Contracts Manager……

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5

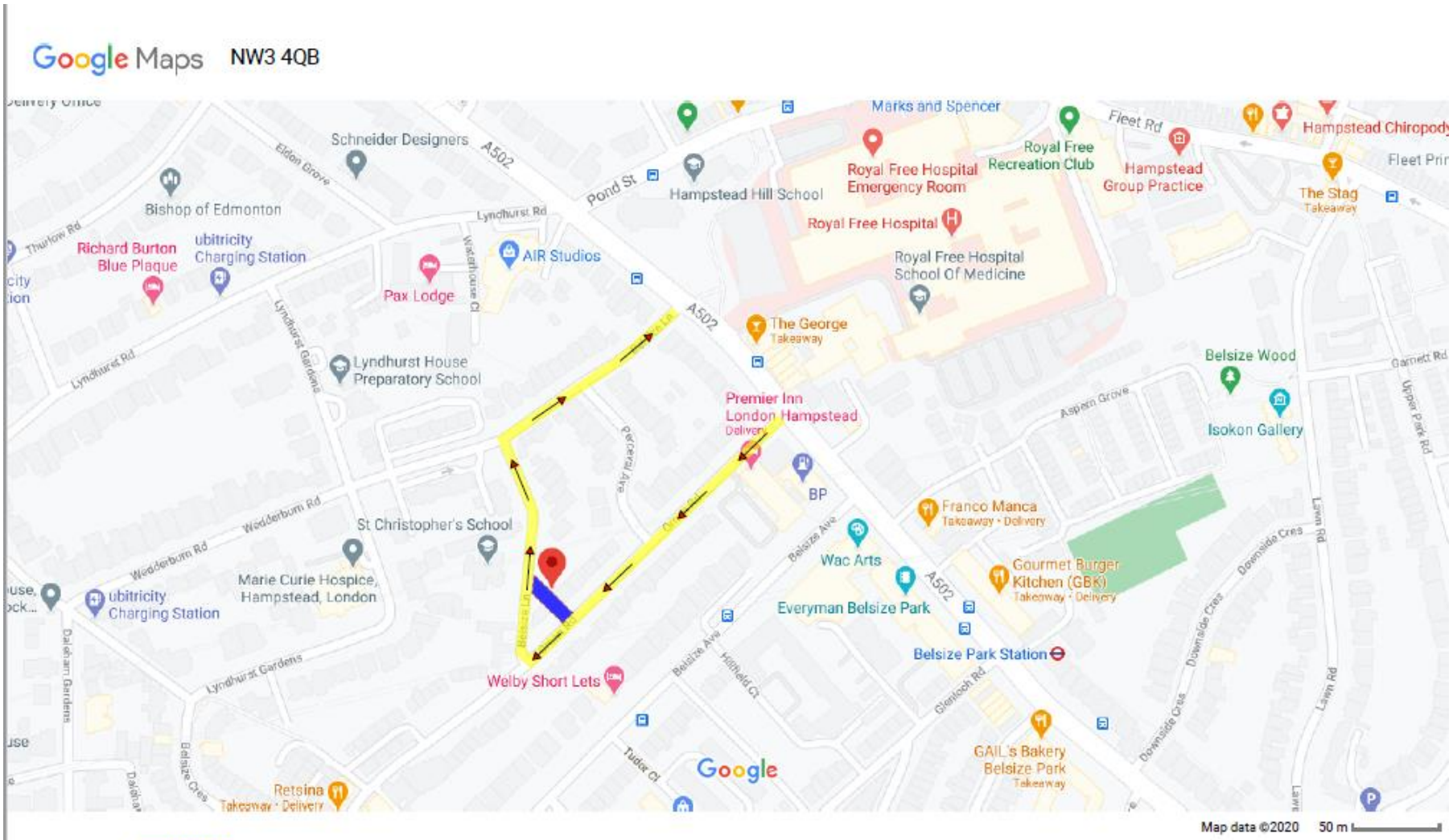
APPENDIX A SITE BLOCK PLAN

01 Area Plan
1:1250
02 Block Plan
1:500
St Christopher's School
Air Shaft
Belsize Court
15 to 37
BELSIZE LANE
74.0m
70.6m
68.8m
DIRNAN ROAD
PERCEVAL AVE
VILLAGE CLOSE
34
32
40
36
38
30
34
26
14
17
35
39
41 to 43
45
49
Key
Site
PLANNING
fiftyfour

APPENDIX B CONSTRUCTION PROGRAMME

CLAREMONT
40 Oman Rd, NW3 4QB
Draft Construction Programme

APPENDIX C SITE DELIVERY ROUTE



Site location

Vehicle route from Haverstock Hill

APPENDIX D SITE ACCESS PLAN

Site welfare facilities
TRAPPED LINEAR DRAIN – BRICKSLOT
LAND–DRAIN
Delivery route
Vehicle Loading/unloading point
Materials storage within site boundaries
No obstruction on the pavement
Existing Pavement Crossover
L/P
TENDER
fiftyfour
40 Ormani Road, N13 4QB
Proposed Ground Floor Drainage and Heating
19100-161

APPENDIX E Noise, Dust and Vibration Method Statement

September 2020

CLAREMONT REFURBISHMENT LTD

Ashmore Works, 73 75 Hook Road, Surbiton, KT6 5AF

Tel: 020 8391 4844

NOISE, DUST AND VIBRATION METHOD STATEMENT

Project address:

40 Ornan Road, London, NW3 4QB

Camden

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4. **Description of the Works**
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    b. Demolition
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    e. Site Specific Noise and Vibration Control Measures
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5. **Mitigation**
    a. Neighbourhood Liaison
    b. Air Quality and Dust Risk Assessment
    c. Demolition and Construction Monitoring
    d. Training
    e. General Measures to be adopted

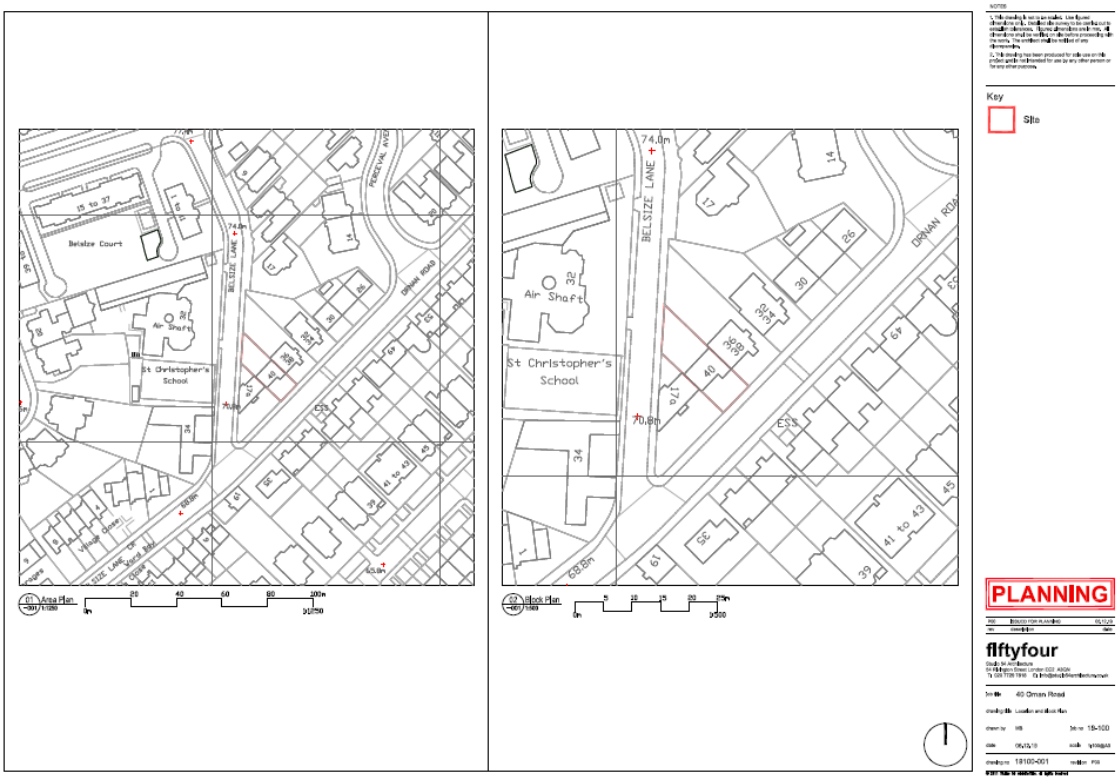
Background and Objectives

The proposed project at 40 Ornan Road, London, NW3 4QB involves:

The construction works comprise both front and rear extensions to the property and a new basement under part of the existing building. There will be full refurbishment and some alteration to the internal of the existing house. The contract also includes landscaping to the existing rear garden and the provision of a new garden studio.

The site is in close proximity to a number of potentially sensitive noise dust and vibration receptors and these include:

- Residential, along Ornan Road & Belsize Lane.
- The general public.
- St Christopher School.



The minimisation of the potential environmental impacts including noise, vibration, dust and other environmental nuisance in relation to the proposed construction works are outlined here.

The client and the main contractor are committed to ensure that all works will be undertaken in accordance with all relevant legislation, best practice guidance, British Standards and the

requirements of Camden. This will also be made a requirement for the sub-contractors tendering for the works.

Particular reference will be made to BS5228: Code of Practice for Noise and Vibration Control on Construction and Open Sites; The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance Mayor of London July 2014 and RBKC LDF Noise SPD May 2009.

The Contractor will register the site with the UK's "Considerate Contractors Scheme".

1. Proposed Methods

Proposed methods of demolition for concrete include the use of non-percussive techniques and only cutting machinery or hand methods. All other demolition shall only take place by hand. All excavations for underpinning will be carried out by hand, using only non-percussive hand tools and for basement formation by hand or utilising a micro excavator.

Spoil will be removed using a conveyor belt system out of the front of the house. The waste will be removed once sufficient is available for a full load. The process is not continuous, and the vehicles will only be there periodically during the day when spoil is being removed from the site, during the permitted hours of operations.

The basement enclosure will be formed using cast in-situ concrete in the form of underpins.

Piling will be by non-percussive methods using CFA piling. This method is virtually vibration free and has low noise levels.

A series of general best practice measures to be adopted during demolition and construction are provided within this document including neighbourhood liaison, personnel training, vehicle use and maintenance and general site procedures to minimise noise vibration and dust generation.

a) Introduction

This method statement has been compiled, in support of the planning application for the above project, to advise on the measures, in accordance with the best practicable means, to be used to minimize construction noise vibration and dust that could arise as a result of these works.

The purpose of the method statement is to provide information on the potential sources of noise, vibration and dust that may arise from the construction works together with recommendations for mitigating or preventing potential nuisance.

The construction works comprise both front and rear extensions to the property and a new basement under part of the existing building. There will be full refurbishment and some alteration to

the internal of the existing house. The contract also includes landscaping to the existing rear garden and the provision of a new garden studio.

The site is in close proximity to a number of potentially sensitive noise dust and vibration receptors and these include:

- Ornan Road & Belsize Lane
- The General Public
- St Christopher's School

2. Legislation Planning Policy and Guidance

a) Standards to be adopted

Preliminary target criteria are proposed below for dust, noise and vibration; however, it is acknowledged that best practice methods should be adopted at all time to minimise the potential dust, noise and vibration.

Dust is the generic term which the British Standard document BS 6069 (Part Two) used to describe particulate matter in the size range 1 – 75µm (micrometres) in diameter. Dust nuisance is the result of the perception of the soiling of surfaces by excessive rates of dust deposition.

There are currently no standards or guidelines for dust nuisance in the UK and this reflects the uncertainties in dust monitoring technology, and the highly subjective relationship between deposition events, surface soiling and the perception of such events as a nuisance.

Under provisions in the Environmental Protection Act 1990, dust nuisance is defined as a statutory nuisance. Complaints about excessive dust deposition would have to be investigated by the local authority and any complaint upheld in law for a statutory nuisance to occur.

The regulation of dust deposition is, however, generally managed by suitable on-site practices and mitigation rather than by the determination of statutory nuisance and/or prosecution or enforcement notice(s).

An informal criterion for dust deposition of 200 mg/m2/day (as a 30 day mean) is however often applied in the UK as an indicator of potential nuisance for sensitive receptors.

Noise, in the context of this study, can be defined as unwanted or undesirable sound derived from sources such as road traffic, industries or construction works, for example, that interferes with normal activities, including conversation, sleep or recreation. Vibration is related to noise resulting from the transmission of low frequency energy through, typically, the medium of ground or buildings. It results in small movements of the transmitting medium, which can cause

discomfort if the movements are large enough. In this document the potential for noise and vibration to be generated during demolition and construction is considered.

BS 5228 provides practical information on noise and vibration reduction measures and promotes a 'best practice means' approach to control noise and vibration. The calculation method provided in BS 5228 is based on the number and types of equipment operating, their associated sound levels, and the distance to receptors, together with the effects of any screening.

b) General Noise Dust and Vibration Control Measures

The Best Practicable Means (BPM) (as defined in Section 72 of the Control of Pollution Act 1974) [1] will be used to reduce noise and vibration levels at all times. Where practicable the control measures set out in BS 5228:2009 + A1:2014 Part 1 [2] and BS 5228:2009 + A1:2014 Part 2 [3], Section 8 will also be implemented.

Generic noise, dust and vibration control measures include:

• 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 in preference to diesel or petrol driven;

• wherever practicable fabrication will be undertaken off site;

• 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 [4] where reasonably available;

• equipment will be well-maintained and will be used in the mode of operation that minimises noise;

• equipment will be shut down when not in use or throttled down to a minimum during waiting period;

• all materials will be handled in a manner that minimises noise; and

• deliveries will be arranged on a just-in-time basis in order to prevent vehicles queuing outside site.

3. Description of Site Setting and Receptors

40 Ornan Road is a 3-storey terrace house consisting of ground, first & second floor level.

The overall setting of the site is considered to be quiet residential.

The closest properties to the development are the adjoining residential properties on 42 Ornan Road and 17a Belsize Lane.

4. Description of The Works

Full details of the proposed construction works are provided in the planning application drawings and supporting information. This includes details of the potential impact of the basement construction on the existing and neighbouring structures, based on the type of geology and hydrology found in the area.

a) Overview of Project

The construction works comprise both front and rear extensions to the property and a new basement under part of the existing building. There will be full refurbishment and some alteration to the internal of the existing house. The contract also includes landscaping to the existing rear garden and the provision of a new garden studio.

A Construction Traffic Management Plan has been compiled for the site development works this confirms the following: (see section titled 'Site Traffic' in CMP)

Spoil will be removed using a conveyor belt system out of the front of the house to a spoil heap within the front garden. The entire route will be covered and protected with sheeting as required. The waste will be removed once sufficient material is available. The lorry will be removed from site before a new, empty lorry will arrive on site. The process is not continuous, and the vehicles will only be there periodically during the day when spoil is being removed from the site, during the permitted hours of operations. (2 lorries/ day on average)

The spoil will be loaded quickly and easily between the boundary and the wait and load lorry located within the loading zone in front of the property. This makes the exchange process safe and quick. At all times the procedure will be overseen by a suitably qualified Banksman.

For their safety, pedestrians will not be able to pass between the site and parked lorry. Qualified banksmen will be present at all times to ensure pedestrian and vehicle movement around the construction vehicle.

b) Demolition (minimal & limited to removal of existing garden shed structure)

Dust suppression will be employed, by the most appropriate method available, to minimise the release of dust during any demolition works. Care will be taken to ensure that this does not result in run-off of sediment laden waters into drains or neighbouring properties.

The demolition of any existing concrete shall be undertaken using non-percussive techniques and only cutting machinery or hand methods shall be used.

c) Excavation

The excavations for underpinning will be carried out by hand, using only non -percussive hand tools to ensure that at any time during the works the integrity of the superstructure is not compromised.

All excavation will be carried out by hand or utilising a micro excavator. Spoil will be removed using a conveyor belt system out of the front of the house. The spoil will be loaded quickly and easily between the boundary and the wait and load lorry located within the loading zone in front of the property

Any compaction of hardcore shall only be carried out using non-vibrating methods.

d) Superstructure

Above the RC ground floor basement capping the upper floors will have some minor alterations to provide a new layout.

All cutting, grinding and sawing should be restricted on-site and pre-fabricated material and modules should be brought in where possible. In cases where such work must take place, spraying water, preferably from a water efficient spray pump, over the material as it is being cut greatly reduces the amount of dust generated.

Compressors omit higher levels of noise, vibrations and dust. Therefore, renewable, mains or battery powered plant items will be used at where possible.

e) Site Specific Noise and Vibration Control Measures

Control measures detailed below have been developed using the architect's site plans:

• plant which is considered to introduce the risk of potential noise effects to be limited to working between 08:00 – 18:00 hrs Monday to Friday only, for high impact work this is limited to 09:00 – 12:00 hrs & 14:00 – 17:00 hrs Monday to Friday only;

• breaker usage to be limited to only where absolutely necessary; where practicable concrete slabs to be levered;

• hoarding to be installed around the conveyor to minimise noise emitted when loading;

• concrete pumps will be located so as to minimise potential adverse effects at sensitive receptor locations whilst taking into account logistical restrictions;

• all deliveries to and from the site will gain access via Ornan Road;

• where possible rebar will be cut to the required lengths prior to site delivery to minimise any necessary site trimming;

• hydraulic or pneumatic shears will be used in preference to angle grinders when trimming rebar where practicable; and

• all HGV movements associated with the worksite will only take place during normal working hours, unless otherwise agreed and approved by Camden.

f) Site Specific Dust Control Measures

• dust generated by the construction process will be suppressed via a fine directional spray jet of water aimed at the source;

• wetting down of material to be transported by conveyor;

• cutting equipment to be used with water suppressant and/or suitable extract system;

• no burning of waste wood or other materials on site;

• the stockpiling of dust generating materials on site will be minimised;

• powders will be sealed when not in use;

• immediate clean-up of spillages of dusty materials in place;

• wet brushing techniques will be used for cleaning;

• regular checks for visual observation of dust and soiling within 50m of site;

• all mobile vehicles should comply with the standards of the Low Emission Zone;

• dust deposition and/or soiling monitoring during construction phase;

• no vehicle idling (unless required e.g. concrete wagon); and

• use of mains or battery powered plant where practicable.

5. Mitigation

The evaluation of the suitability of the subcontractors to undertake the project will include an assessment of the ability of the subcontractors to manage their works in an environmentally responsible manner that preserves the reputation of the Principal Contractor and is protective of the public and the surrounding neighbourhood.

This Noise, Dust and Vibration Method Statement will be provided to subcontractors tendering for the works and they will be required to adopt the recommendations of this document.

As part of the tender requirements the subcontractor will be required to conform to all relevant legislation and guidance including British Standards. Particular reference will be made to BS5228 and the Mayor of London's SPG: The Control of Dust and Emissions during Construction and Demolition (July 2014). All relevant measures identified in this document should be followed including but not limited to the below.

a) Neighbourhood Liaison

It is recognised that early liaison and effective communication with people who may be affected by the works is essential to maintain good neighbourhood relations. The local residents association and neighbouring properties will be notified of the works and comments welcomed on construction methods detailed in the CMP.

The maintenance of good relations with neighbours and implementation of a programme of ongoing liaison and respect with regards to the local environment and residences will form an important aspect of the successful management of the project.

The names and contact telephone numbers and email addresses of all Site personnel with responsibilities for both supervision and management of the Works are included in this CMP and will be displayed on the project board.

The following actions will be taken:

• Prior to the commencement of any site works, occupiers surrounding the site will be notified of the nature and duration of works to be undertaken. The name and contact details of a person

responsible for the site works will be made available for enquiries and complaints for the entire duration of the works and updates of work will be provided regularly.

• Any complaints will be logged, fully investigated, and responded to quickly, advising what action has been taken. If necessary, complaints will be reported to the relevant department of Camden;

• Regular updates will be distributed around the neighbourhood;

• A Public notice board will be located on the site hoarding providing contact details of the Site manager, a 24 hour telephone number for emergencies, and details of the site working hours.

b) Air Quality and Dust Risk Assessment

In accordance with The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance (SPG) Mayor of London July 2014 an Air Quality and Dust Risk Assessment has been undertaken for the project at this planning stage to provide a summary of the risk to soiling, health and the natural environment from the proposed demolition, earthworks, construction and trackout activities.

In accordance with Chapter 4 of the Mayor's SPG the risk category of these works has been evaluated following the general principles of the Institute of Air Quality Management's (IAQM) 2014 Guidance on the Assessment of Dust from Demolition and Construction.

The proposed works are of a small scale and the dust emission magnitude is considered to be Small. However due to the proximity of the neighbours and without mitigation measures they could result in nuisance at a local level and present a cumulative impact.

Demolition – The scale of the demolition is Small, however it is acknowledged that the process has some potential for dust to be gathered.

Earthworks - The scale of the earthworks is Small, small numbers of earth moving equipment will be used.

Construction - The scale of the construction is Small.

Trackout – The potential impact is Small as the materials are to be directly transferred into waiting vehicles on the road, and no tracking on road is to be carried out by any excavation plant.

The **Sensitivity** of the receptors are considered to be Medium due to the immediate proximity neighbouring garden areas and residential uses (with 1-10 receptors <20m from the property).

The **Human Health Impact** sensitivity is considered to be Low.

The **Ecological Sensitivity** of the area is considered to be Low.

Based on Tables 4.6-4.9 of the Mayor's SPG the risk categories are as follow

Potential Impact	Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Low Risk	Low Risk	Low Risk	Low Risk
Human Health	Low Risk	Low Risk	Low Risk	Low Risk
Ecological	Low Risk	Low Risk	Low Risk	Low Risk

c) Demolition and Construction Monitoring

Throughout demolition and construction, a programme of monitoring shall be implemented to ensure that condition limits are not exceeded and that all the relevant thresholds.

The site management shall carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked. Increase the frequency of such monitoring if circumstances that may result in higher emissions (e.g. prolonged dry weather) occur.

d) Training

The Contractors Site Management Team will have undertaken appropriate training of their staff to ensure that they are aware of the measures that are to be taken on site to minimise noise, vibration and dust generation.

All employees should be advised regularly of the following, as part of their training:

• The proper use and maintenance of tools and equipment and in particular, sound-reduction equipment;

• The positioning of machinery on site to reduce the emission of noise to the neighbourhood and to site personnel;

• The avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment;

• The protection of persons against noise;

• The operation of sound measuring equipment (selected personnel).

e) General Measures to be adopted

Hours of Work

The following standard permitted hours would be followed for Site work: 08:00 to 18:00 hours (Monday to Friday);

09:00 to 13:00 hours (Saturday); and

No working is permitted on Sundays or Bank Holidays.

High impact activities

There is minimal percussive work and boring equipment taking place at 40 Ornan Road. There is a limited amount of piling to be undertaken (3 weeks) but this will use non-percussive methods, i.e. CFA (drilling). However, any which is likely to propagate noise and vibration within adjacent residential dwellings, shall only be carried out between:

• 09:00 - 12:00 (Monday to Friday);

• 14:00 - 17:00 (Monday to Friday) or at other times as agreed; and

• At no time Saturday or Sunday.

Noisy Work

As per Camden's Minimum Requirements the following hours for noisy work audible outside the site boundary will be observed:

• 08.00 and 18.00 Monday to Friday, and

• At no time Saturday or Sunday.

Pre-site preparation

Prior to the commencement of the works the specialist ground works subcontractor will provide detailed method statements for all aspects of the construction for approval by the Principle Contractor. These statements will address all the site-specific procedures described in the previous sections to necessary to minimise any noise and vibration that may affect the neighbouring properties. The contractor shall also:

• Identify responsible person in charge of environmental matters;

• Erect effective barriers around dusty / noisy activities; and

• Ensure machinery, fuel and chemical storage and dust generating activities are not located close to boundaries and sensitive receptors if at all possible.

Vehicles

• The frequency of vehicle movements estimated with the Traffic Section of the CMP;

• All mobile vehicles associated with the demolition / construction should comply with the standards of the London Low Emission Zone;

• Avoid unnecessary revving of engines, all vehicles should switch off engines when not required - no idling;

• Manufacturers' enclosure panels need to be kept closed;

• Start up plant and vehicles sequentially rather than all together;

• Care should be taken to site equipment away from noise-sensitive areas;

• Where possible, loading and unloading should also be carried out away from such areas;

• The movement of plant onto and around the site should have regard to the normal operating hours of the site and the location of any noise sensitive receptors as far as is reasonably practicable;

• Where possible minimise noise from audible reversing alarms by planning vehicle movement routes around site;

• The exposure of wheels to soil will be limited. On this basis wheels will be hand cleaned when required.

• The footpaths adjacent to the site will be cleaned each evening.

Equipment

• Non-road mobile machinery (NRMM) of net power between 37kW and 560kW shall conform to the requirements set out in Chapter 7 Mayor of London's SPG The Control of Dust and Emissions during Construction and Demolition (July 2014);

• Compressors and generators – the compressor or generator Manufacturers' enclosure panels need to be kept at the centre of the site and not on the road. It should be kept closed, with the metal casing acoustically dampened and an acoustic screen shall be placed between the equipment and noise sensitive areas; Compressors should be kept at the centre of the site, on dampers

• Concrete mixing and batching – where possible this should be done behind a barrier and when filling with aggregate this should not be allowed to fall an excessive height. Concrete mixer drums should not be hammered.

• Noise Reduction Enclosures – where noise reduction enclosures are employed they shall follow the guidance provided in section B2 of BS5228-1 to the satisfaction of the Director of Environmental Health or Officers nominated by him.

Demolition

(• Limited to removal of existing garden garage/ shed;)

• Sheet and screen buildings with suitable material and where possible strip inside building before any areas of demolition begin;

• Ensure that a specialist contractor removes any asbestos before demolition;

• Materials should be removed from site as soon as possible.

• All brickwork and concrete demolition work is to be constantly watered to reduce any airborne dust.

• Demolished materials are to be moved to a stockpile area prior to removal.

• The pavement in front of the property is to be washed and cleaned down each day.

• Any debris or dust / dirt falling on to the street and public highway will be cleared as it occurs by designated cleaners and washed down fully every night.

Chutes

• Minimise drop heights to control the fall of materials by using variable height electrical conveyors or chutes;

• Regularly damp down surfaces with water;

• Completely enclose chutes whenever possible

Waste Disposal / Burning

• No bonfires;

• Segregate waste at source and recycle/dispose of in accordance with legislation.

Excavation and earthworks

• All dusty activities should be damped down, especially during dry weather;

• Temporarily cover earthworks if possible;

• Minimise drop heights to control the fall of materials; and

• Only remove secure covers in small areas during work and not all at once.

Stockpiles

• Make sure that stockpiles exist for the shortest possible time;

• Do not build steep sided stockpiles or mounds or those that have sharp changes in shape;

• Keep stockpiles or mounds away from the site boundary, sensitive receptors and surface drains; and

• Wherever possible, enclose stockpiles or keep them securely sheeted.

Cutting and grinding

• Ideally, cutting, grinding and sawing should not be conducted on-site and prefabricated material and modules should be used;

• All equipment should use water suppressant or suitable local exhaust ventilation systems;

• Use dust extraction techniques where available;

• All other equipment should be fitted with water suppressant systems;

• Use local exhaust ventilation; and

• Service all fans and filters regularly to ensure they are properly maintained.

Concrete Pours

• In order to avoid overruns past the site operating hours the pour size and concrete workability shall be considered.

• The Site shall enter into a written protocol with the concrete supplier regarding timing of deliveries to ensure works can be completed within the permitted hours.

• For basement works concrete shall be placed by gravity feed wherever practical. Failing this the position and location and acoustic shielding of any concrete pumps.

APPENDIX F LETTER TO RESIDENTS & FEEDBACK RECEIVED

14/09/20

The Resident,
38 Ornan Road
London, NW3

Dear Sir/Madam

Re: Proposed Construction Works to 40 Ornan Road NW3 - Planning Application Ref: 2019/6141/P

I am writing to you as the next step of the neighbourhood consultation process in relation to the proposed construction works at no. 40 Ornan Road, NW3 (Planning Application Ref: 2019/6141/P).

The consultation process specifically relates to the construction impacts the proposed works may have on residents or businesses in the local area. Our proposed plans and arrangements for undertaking the project are set out on the Camden template Construction Management Plan (CMP). I have included a copy of the first draft of the CMP with this letter and would ask that you take time to review the document and then feel free to respond with any comments you may have. If you would prefer an electronic version of the CMP please contact me as soon as you can with an email address and I will send you a copy.

The proposed works at no 40 can be summarised as;

- Single storey extensions to both front and rear of the existing property
- Creation of a new basement under part of the existing building
- New roof covering and windows to the existing building
- Construction of a new single storey garden studio to replace existing garage
- Landscaping to the rear gardens
- Internal alterations and refurbishment of the existing building

The consultation process will last for a period of 14 days and so I would ask that any comments or other questions are returned by no later than Monday 28th September 2020. I will endeavour to respond to any questions as quickly as possible within the 14-day period. Following receipt of resident comments, I will then amend the CMP accordingly before submitting to Camden for their approval.

My full contact details are given below and please feel free to call, email or write to me with your comments or if any further clarification is needed. Thank you for your cooperation.

Yours Faithfully.

David Browne

Contracts Manager

07900 563900 - davidb@claremontr.co.uk

0208 391 4844 - info@claremonr.co.uk

Claremont Refurbishment Ltd, Ashmore Works, 73-75 Hook Road, Surbiton, KT6 5AF

Number 41 Ornan Road

David Browne

From: David Browne
Sent: 16 September 2020 09:14
To: 'Sophie Paterson'
Subject: RE: 40 & 41 Ornan Road
Attachments: 40 Ornan Road - CMP Pro-forma (Construction Management Plan) .docx; Ornan Road - Residents letter.pdf

Good Morning Sophie

I realised that your aunt probably didn't send you the Construction Management Plan which was included with the introductory letter. I've now attached the Plan together with a template form of the letter for your records. The Plan includes a comprehensive method statement on the measures we will employ to control the spread of noise and dust beyond the site boundaries. You will also find other information relating to hours of work, traffic movements and delivery plans. When you've had the chance to review the document please feel free to contact me with any further concerns or questions you may have.

I can confirm that no 40 Ornan Road is in fact directly adjoining no 38 Ornan Road on one side and strangely no 17a Belsize Park on the other. 41 Ornan Road is actually across the street from no 40.

Look forward to hearing from you.

Kind Regards

David Browne
Contracts Manager

Claremont
Ashmore Works, 73-75 Hook Road, Surbiton KT6 5AF

Tel: 020 8391 4844
Mob: 07900 563900

From: Sophie Paterson <patersophie@gmail.com>
Sent: 15 September 2020 14:34
To: David Browne <davidb@claremontr.co.uk>
Subject: 40 & 41 Ornan Road

Hi David,

Thank you for talking to me earlier.

As discussed on the phone, my 86-year-old aunt lives alone in #41, and is now almost completely housebound, receiving in-home care 40+ hours a week. She called me this morning with concerns about potential noise and damage to her property.

As you and I have realised that her house is actually across the street, the latter point should be of no concern, though I'd appreciate a confirmation of this for my own records.

My aunt would be grateful for any further assurances as to the hours and volume of the work being done, if you can provide them, as she can be quite sensitive to disruptions.

Please let me know if there are any developments or complications, or if there's anything you need from me.

I look forward to hearing from you.

Best,

Sophie

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*****
Sophie Paterson
07747 171 091
patersophie@gmail.com
*****

From: Zoe Battiscombe-Scott <zoebattiscombescott@me.com>
Sent: 18 September 2020 10:28
To: David Browne <davidb@claremontr.co.uk>
Subject: Re: 40 Ornan Road - Ref: 2019/6141/P

Thanks. Yes. Blocking the chimney might be a good precaution

Zoë Battiscombe-Scott

On 18 Sep 2020, at 10:13, David Browne <davidb@claremontr.co.uk> wrote:

Yes I can see the circumstances would be very different when the refurbishment is within the same building. You make a good point about the chimney however and I would suggest as your mother isn't living there that we seal up any open fireplaces as a precaution.

No need to contact the surveyor I just wasn't sure what conversations you may already have had with anyone else. I will be speaking with them later today and I will raise your concerns to see if there are any other measures we could take.

Regards

David Browne
Contracts Manager

Claremont
Ashmore Works, 73-75 Hook Road, Surbiton KT6 5AF

Tel: 020 8391 4844
Mob: 07900 563900

From: Zoe Battiscombe-Scott <zoebattiscombescott@me.com>
Sent: 18 September 2020 09:53
To: David Browne <davidb@claremontr.co.uk>
Subject: Re: 40 Ornan Road - Ref: 2019/6141/P

1

I didn't. Am in the East Mids and was going through chemotherapy when they visited my mother's flat.

I am only concerned because of the dust fall when the basement flat at no 38 was refurbed. I visited my mother's flat and could write my name in the dust in the furniture. But the neighbour immediately remedied with two big cleans. 9 months later the same thing happened with the First floor refurb, but the neighbour there ignored Imy concerns.

It may be the chimney? But, normally in non Covid times - I would visit my mum every two weeks and no dust accumulates except for these big refurbs. Hence my concerns.

I can contact the surveyor if you wish.

Thanks,

Zoë

Zoë Battiscombe-Scott

On 18 Sep 2020, at 09:36, David Browne <davidb@claremontr.co.uk> wrote:

Hi Zoe

There really is no reason why dust should get into your mother's flat from no 40 but we'll certainly check the dividing wall for any openings or pathways that might exist and ensure they are sealed before work starts. Your previous experience with the other flats in the building is a very different scenario to our circumstances and I wouldn't expect dust leakage to be an issue.

Can I ask if you discussed any of your concerns in this regard with the Party Wall Surveyor and whether they gave any advice or guidance on that subject?

Regards

David Browne
Contracts Manager
–
Claremont
Ashmore Works, 73-75 Hook Road, Surbiton KT6 5AF

Tel: 020 8391 4844
Mob: 07900 563900

From: Zoe Battiscombe-Scott <zoebattiscombescott@me.com>
Sent: 17 September 2020 09:44
To: David Browne <davidb@claremontr.co.uk>
Subject: Re: 40 Ornan Road - Ref: 2019/6141/P

Thank you for this. I have read Appendix E, but it is rather general.
What is the likelihood of dust leakage into my mother's flat?

What should I do if the dust leakage is significant? I do not live there, but visit as frequently as I can to
check on the flat, though Covid is limiting these visits.
Thanks,
Zoe

On 16 Sep 2020, at 08:53, David Browne <davidb@claremontr.co.uk> wrote:

Morning Zoe

I have included a comprehensive method statement within the CMP (attached to my email yesterday) which details our measures for controlling the spread of noise, dust and vibration during the course of the works which seek to minimise the impact on neighbours and the environs.

I can answer some of your specific questions as follows;

1. The minimum closedown period at Christmas will be from Friday 18th December to Monday 4th January 2021.

2. Our general site rules insist that radios are banned from site and that operatives at all times behave in a way that does not cause nuisance to neighbours and the general public.

3. No work will start before 8.00 am

I hope this addresses your initial concerns but please feel free to contact me at any time if you have any further questions.

Kind Regards

David Browne
Contracts Manager

Claremont
Ashmore Works, 73-75 Hook Road, Surbiton KT6 5AF

Tel: 020 8391 4844
Mob: 07900 563900

From: Zoe Battiscombe-Scott <zoebattiscombescott@me.com>
Sent: 15 September 2020 18:53
To: David Browne <davidb@claremontr.co.uk>
Subject: Re: 40 Ornan Road - Ref: 2019/6141/P

Noise & dust are my main concerns.I will be visiting the flat at 38 Ornan Road often from December.

Do you anticipate significant noise and dust into my mother's raised ground floor flat which adjoins no 40?

When the basement flat & first floor flats at no 38, were refurbished two and one years ago, significant and repeated dust emerged in my mother's flat and this resulted in repeated complaints; happily my basement neighbour was very helpful. I am not in the flat every week, so cannot monitor a dust fall.

How long a break will the builders take over the Christmas & New Year period?

I note that building work starts at 8am. Could I politely request that builders do not use any radios and music of any kind during their working day? When building work took place in other flats at no 38, the building noise was understandable, but builders playing loud music & radio etc **over** the drilling & hammering was unpleasant and completely unnecessary. I would ask you could rule out the music/radio noise - rather than me have to visit builders with this request early in the morning.

Please can you commit to an 8am start and no earlier.

I look forward to hearing from you.

Thanks,
Zoë

Zoë Battiscombe-Scott

On 15 Sep 2020, at 18:17, David Browne <davidb@claremontr.co.uk> wrote:

Hi Zoe

Thanks for your call and text.

As requested please find attached the draft Construction Management Plan and template resident's letter for the proposed project at no. 40 Ornan Road.

Kind Regards

David Browne
Contracts Manager

Claremont
Ashmore Works, 73-75 Hook Road, Surbiton KT6 5AF

Tel: 020 8391 4844
Mob: 07900 563900

<40 Ornan Road - CMP Pro-forma (Construction Management Plan) .docx>
<Ornan Road - Residents letter.pdf>

Zoe Battiscombe-Scott

APPENDIX G EMAIL SENT TO LOCAL WARD COUNCILLORS

From: David Browne
Sent: 15 September 2020 10:09
To: oliver.cooper@camden.gov.uk; maria.higson@camden.gov.uk; stephen.stark@camden.gov.uk
Subject: FW: 40 Ornan Road - Ref: 2019/6141/P

Dear All

From my research on the Camden website it is my understanding that you are the local ward councillors for the area of Camden in which the above property is located.

As part of the Camden neighbourhood consultation process I am sending you the draft version of the Construction Management Plan (CMP) for the proposed construction works at no 40 Ornan Road. Yesterday I hand-delivered a copy of the CMP to the local residents in Ornan Road and Belsize Lane in order to start the 14 day consultation period. A copy of the explanatory letter to residents is also attached.

When you have had the chance to review the document please feel free to contact me with any comments you may have.

Kind Regards

David Browne
Contracts Manager

Claremont
Ashmore Works, 73-75 Hook Road, Surbiton KT6 5AF

Tel: 020 8391 4844
Mob: 07900 563900

From: David Browne
Sent: 10 September 2020 17:38
To: planningobligations@camden.gov.co.uk
Cc: Charles Thomson <Charles.Thomson@studio54architecture.co.uk>
Subject: 40 Ornan Road - Ref: 2019/6141/P

Hi Jagdish

Thank you for your time on the phone earlier today and your help with the content of the CMP for the above project. I hope to have the CMP sufficiently developed to allow the formal community consultation process to start from early next week. I will distribute the CMP to the residents/neighbours as identified on the Site Location Plan extract as referenced by Charles Thomson in his email to you on the 4 September, together with the local ward councillors. This is likely to be in the form of a letter with a statement making clear that the consultation is about the CMP, a summary of the key details of the construction process and will include a copy of the CMP. I will give contact details of who to contact with any questions and where to send comments and note that the deadline for such comments is 14 days from the date/delivery of the letter.

Kind Regards

David Browne
Contracts Manager

Claremont
Ashmore Works, 73-75 Hook Road, Surbiton KT6 5AF

Tel: 020 8391 4844
Mob: 07900 563900

APPENDIX H

ADDENDUM CMR FROM ENVIRONMENTAL HEALTH

LBC LEGAL DUTIES and EXPECTATIONS REGARDING BUILDING CONSTRUCTION/DE-CONSTRUCTION SITES

Addendum to CMR - CMP WORKING FRAMEWORK

Site: 40 Ornan Road London NW3 4QB
Planning number: 2019/6141/P
Date: 07/10/2020
Revision:1

This document is part of a site specific CMP framework, in which the developer and the principal contractor agree to ensure that environmental impacts from the construction of the proposed impacts do not give rise to significant adverse effects on health and quality of life.

The Developer and the Main Contractor agree to provide the council the necessary information to demonstrate the implementation of best practice and compliance with the relevant legal and contractual requirements.

1. TIME FOR NOISY OPERATIONS
Construction activities and ancillary works which are audible at the site boundary shall normally be carried out between the following hours:

- Mondays to Fridays 08.00 – 18.00
- Saturdays 08.00 – 13.00

Where noise or vibration from the construction of the proposed development exceed the significant observed adverse effect levels or at the reasonable request of the council, works shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

2. NOISE AND VIBRATION CONTROL
The contractor shall undertake a detailed construction noise assessment and produce a comprehensive noise and vibration strategy, which shall include the following:

(ii) baseline noise and vibration surveys (where required)

(iii) construction method statement identifying the rationale for the work

(iv) worksite layout plans

(v) methodology used to predict construction noise

(vi) Equipment schedule showing the number, type and make of Equipment used for each stage of the construction

(vii) Assessment of significance using the +5dBA change method in line with BS5228:2009+A1:2014

(viii) On-site and off-site mitigation measures

(ix) Structure borne noise risk assessment (if applicable). This assessment shall include details of proposed on-site noise and off-site mitigation measures and proposals to provide some form of respite to residential and non-residential receptors.

(x) Noise and vibration monitoring proposal

(xi) A noise and vibration trigger action plan setting out the steps to be taken in the event that predicted and proposed trigger action levels, are exceeded.

(xii) Noise reports should be sent to Camden's pollution team at pollutionduty@camden.gov.uk

3. CONTROL OF VISIBLE DUST AND ITS MONITORING

- Prevention
- Suppression
- Containment

4. MEETING AIR QUALITY CRITERIA (NON VISIBLE DUST) AND ITS MONITORING

Air Quality Requirements

- Contractors are required to monitor and manage air quality in accordance with current best practice guidance (Mayor of London Control of Dust and Emissions During Construction and Demolition SPG), measuring for PM10 using real-time analysers which have MCERTS 'indicative' or an equivalent certification for accuracy/precision.

- If the site's air quality assessment finds dust risk level to be 'medium', two monitors are required. If the risk level is 'high', four monitors are required.

- If the risk level is 'high', four monitors are required.

- Monitoring should start at least three months prior to commencement of works on site, and must continue until practical completion, i.e. real-time dust monitoring is required for all phases of development, therefore the developer must ensure that dust monitoring is passed between demolition and construction contractors etc.

- Monitoring locations/positions and the justification for these must be checked with and approved by Camden's air quality team: AirQuality@camden.gov.uk

- Real-time monitoring should be supplemented with visual and qualitative monitoring of construction dust.

Trigger values	Amber Alert 15 mins Average	Red Alert 15 mins Average
	150µg/m^3	250µg/m^3

- **AMBER ALERT.** 'amber' trigger level (at which point the cause of the dust should be immediately investigated and remedial action taken to mitigate it)

- **RED ALERT.** If this level is reached, works on site must be stopped until conditions improve.

YOUR ATTENTION IS DRAWN TO THE FOLLOWING:

(i) Taking into account the baseline monitoring conditions, repeated exceedances of the upper trigger level may lead ultimately to the Council moving to halt works on site.

(ii) Monthly AQ summary reports should be sent to Camden's air quality team at AirQuality@camden.gov.uk, and these should note (at the very least) the current positions of the monitors (including photographs), the number of trigger level exceedances, data coverage, and narrative on site works and remedial dust mitigation measures applied.

(iii) The AQ reports should also be made publicly available, either by hosting online or by posting the data summaries on the site hoarding.

(iv) Automated trigger level exceedance alert emails should also go to the above email address as well as to the developer/contractor on-site representative/s for managing air quality. Failure to provide data or to manage air quality may lead to an injunction.

5. **RODENT CONTROL**

- Before any works ascertain the presence of rats and mice and how they will be destroyed if found on site.
- Monitoring programme

GENERAL AGREED UNDERSTANDINGS.

(a) London Borough of Camden under the Control of Pollution Act 1974, Environmental Protection Act 1990 and Prevention of Damage by Pest Act 1949, has the legal duty to protect from the effects of noise (including vibration), statutory nuisances and pest prevention from rodents to those who are living in the proximity of the proposed works.

The Council expect to receive no valid complaints during the entire duration of the proposed works to be undertaken at **40 Ornan Road London NW3 4QB.**

(b) The CMP shall be a living document to be reviewed/modified as soon as problems arise or at the reasonable request of the council.

(c) A proactive approach towards the management of environmental impacts will be incorporated and enforced throughout the duration of the project.

Noise and Vibration

(d) All reasonable steps shall be implemented in the design and construction of the proposed development so that noise and vibration from the construction do not give rise to significant adverse effects on health and quality of life.

(e) Where noise or vibration from construction exceeds the defined significant observed adverse effect levels or at the reasonable request of the council, some form of respite shall be offered.

(f) Best practicable means (BPM), as defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990, shall be applied during all

construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors.

(g) Consideration will be given to the recommendations contained within BS5228:2009+A1:2014, approved by the Secretary of State as the Code of Practice for noise and vibration control on construction and open sites.

Dust

(h) No demolition works shall be commenced without an adequate water supply to cover the working areas.

Pests

(i) At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal)).

Community liaison

(j) A programme of community liaison will be carried out, including regular engagement meetings, notification of works and details of the complaints process.

Applicant: NB By signing this form you are confirming you are a person whose signature is recognised by your company.

Signed: .....

Date: 14th October 2020

Print Name: D. BROWNE

Position: CONTRACTS MANAGER

Note: This agreement shall be binding on, and ensure to the benefit of, the parties to this agreement and their respective personal representatives, successors and permitted assigns, and references to any party shall include that party's personal representatives, successors and permitted assigns.