BLUE SKY BUILDING
founded on excellence

15 LYNDHURST TERRACE

CONSTRUCTION MANAGEMENT PLAN

January 2021

CONTENTS

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1.0 INTRODUCTION

Blue Sky Building has been commissioned by Miltiadou Cook Mitzman Architects LLP on behalf of Carmel and Emanual Mond to produce this Construction Management Plan (CMP), identifying specific best practice standards and procedures for the proposed extension of 15 Lyndhurst Terrace. The proposed project is for the refurbishment and extension of the existing dwelling house. Previous application 2020/0746/P approved a ground and first floor rear extension to the property and this application seeks to add a basement floor. Compliance with this document will be obligatory for the Contractor, when appointed, and it is offered in support of our client's Planning Application.

These standards and procedures will ensure that the interests of local residents, businesses and the public are given special attention by the Contractor during the works duration.
This report identifies how the critical construction activities will be undertaken, and specifically covers the environmental, public health and safety aspects of the proposed project.

This document incorporates Camden's Pro-Forma Construction Management Plan (v2.5), together with associated mitigation measures. The baseline for our analysis is the Guide for Contractors Working in Camden (The Guide), which we have viewed as the minimum standards to be achieved by the Contractor. When appointed the Contractor will be required to demonstrate how the works will comply with the requirements of The Guide and how they will address the measures contained within this report.

This CMP details the specific obligations on the Contractor when undertaking the works, and the control measures for each environmental issue. There is a large body of environmental and safety requirements relevant to construction projects, in the form of primary legislation (Acts of Parliament), secondary legislation (Statutory Instruments, including Regulations and Orders) and statutory guidance and Codes of Practice. The Contractor will be responsible for identifying new legislation and regulations and complying with all prevailing legislation at the time of construction including any requirements under Health and Safety legislation.

2.0

CAMDEN CMP PRO FORMA v 2.5

A completed Pro Forma Construction Management Plan follows overleaf.

Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
January 2021	v2.5	Blue Sky Building

Additional sheets

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

Date	Version	Produced by
January 2021	CMP report	Blue Sky Building

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.**"

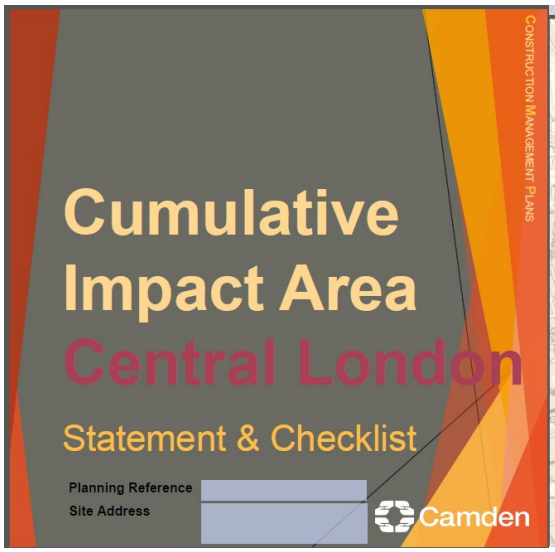
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

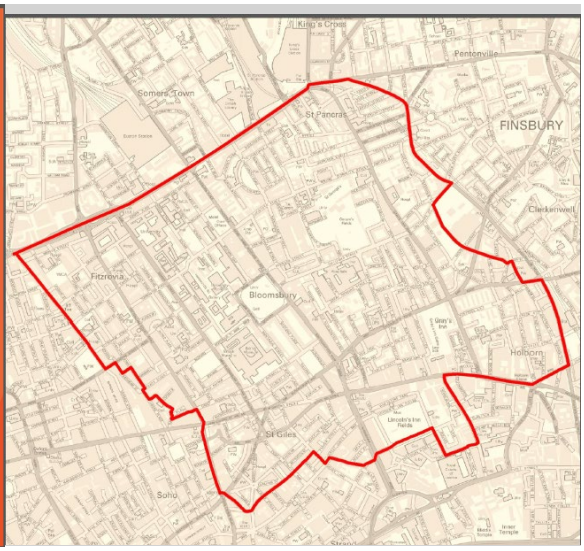
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

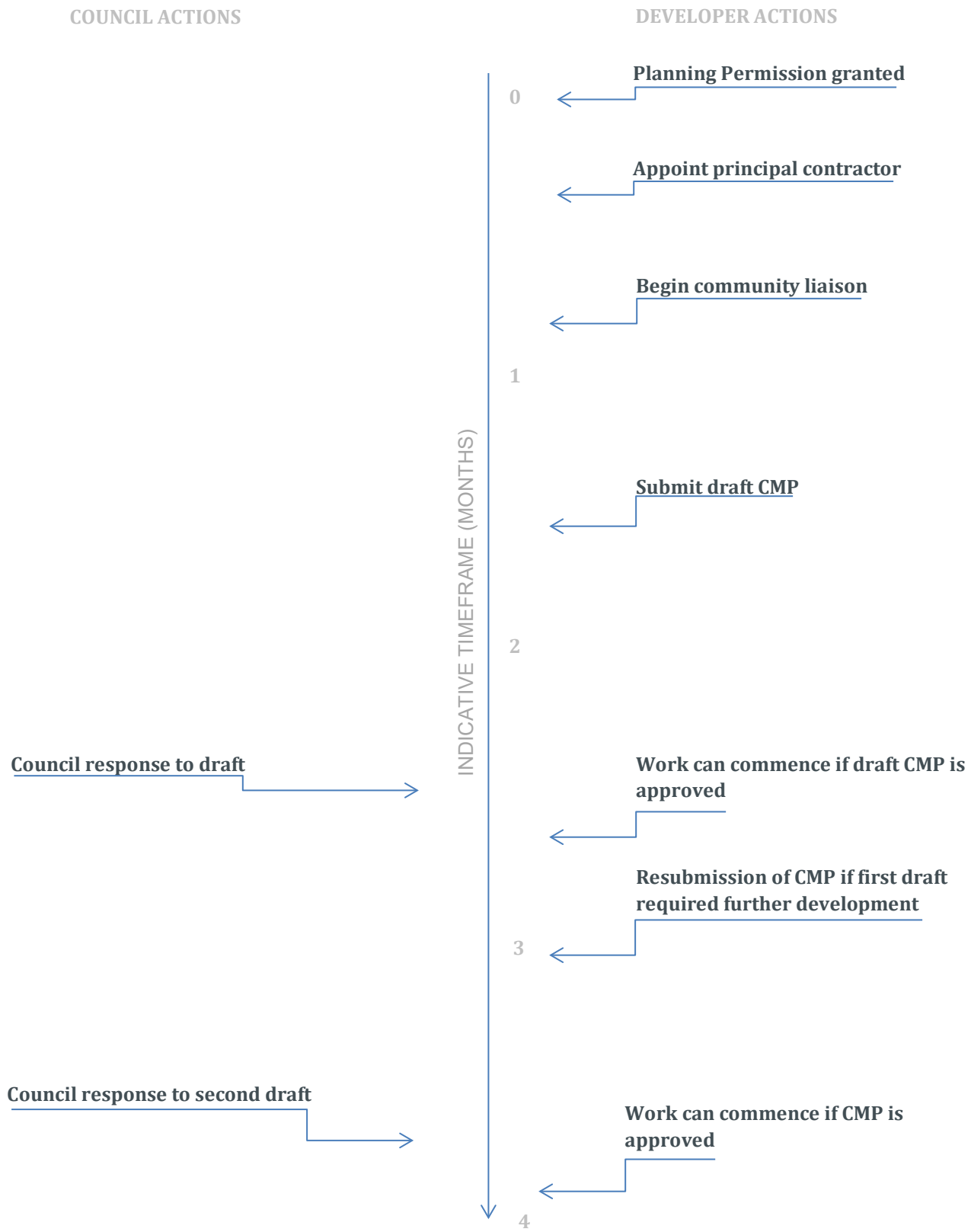
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – 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





Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission granted
0
Appoint principal contractor
Begin community liaison
1
INDICATIVE TIMEFRAME (MONTHS)
Submit draft CMP
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft 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: 15 Lyndhurst Terrace

Planning reference number to which the CMP applies: This document is to accompany the application, so new number not yet known. (Previous approved application 2020/0746/P is included in the proposed works).

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

Name: T J Cole

Address: Blue Sky Building, Suite 335, Kemp House, 150-160 City Road, LONDON, EC1V 2NX

Email: timcole@blueskybuilding.com

Phone:0207 8315950

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: To be advised when contractor is appointed

Address:

Email:

Phone:

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: To be advised when contractor is appointed

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: To be advised when contractor is appointed

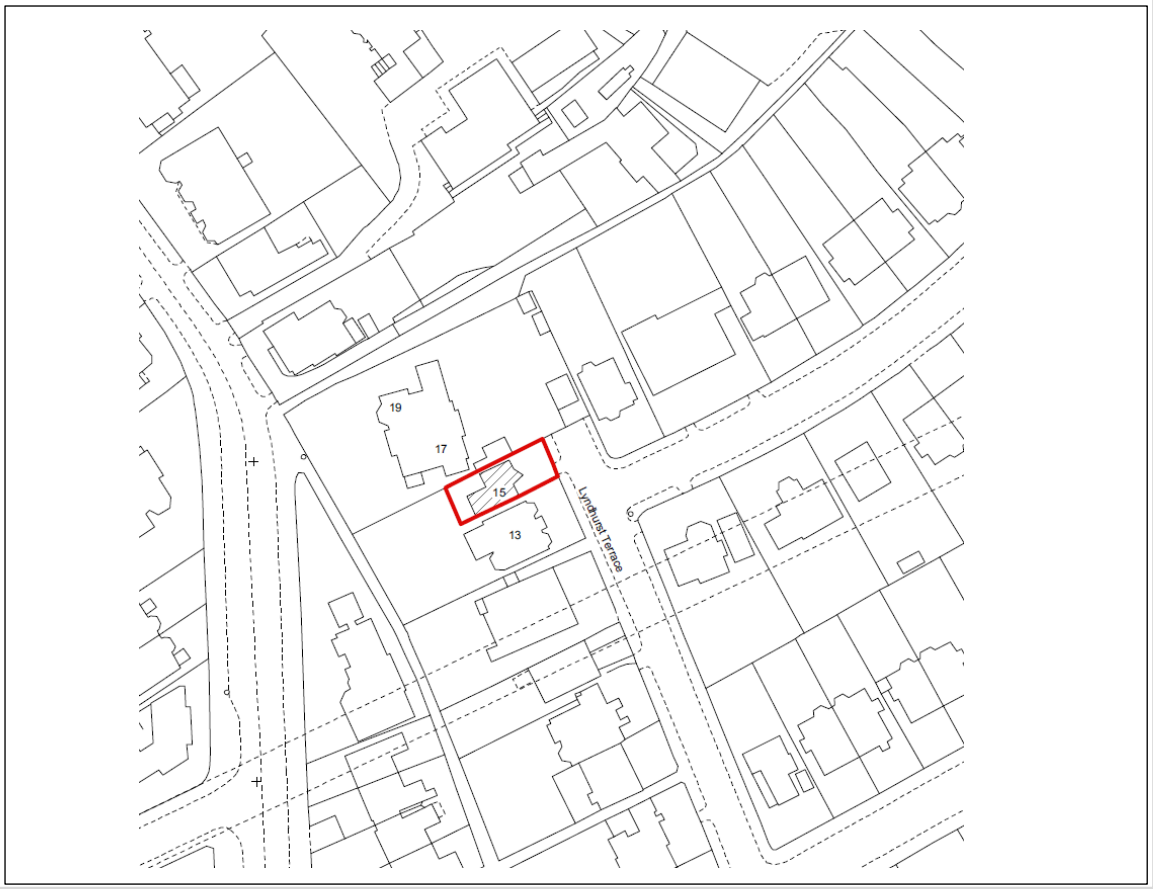
Address:

Email:

Phone:

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.



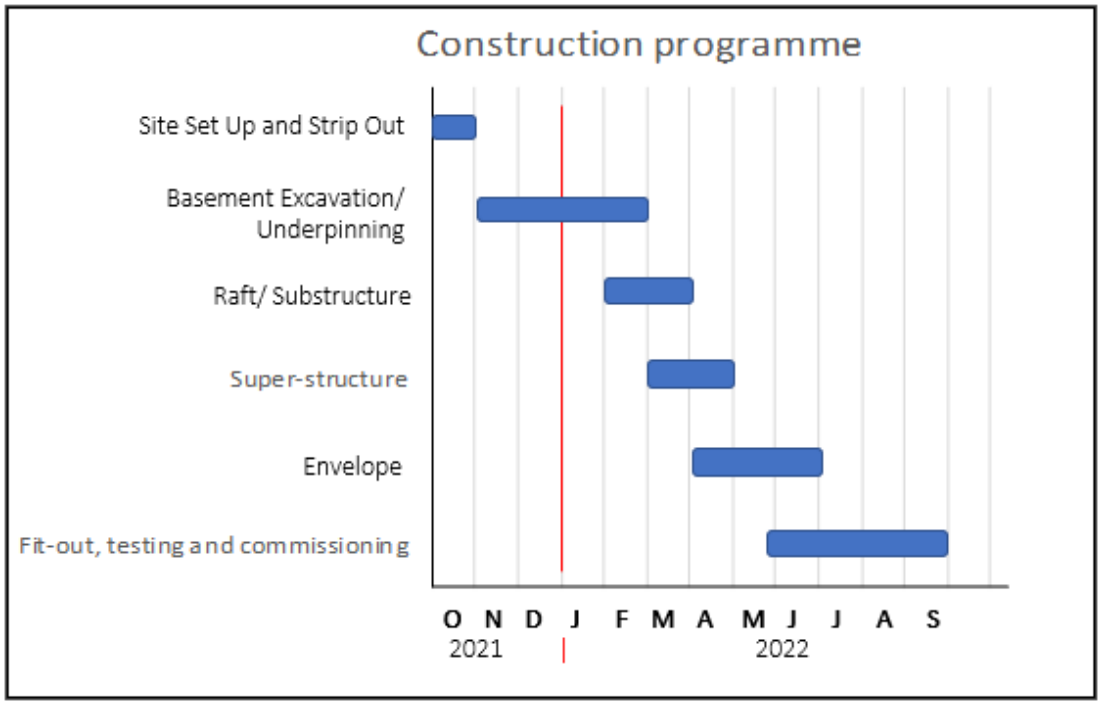
7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

15 Lyndhurst Terrace is an existing detached dwelling house. A ground and first floor rear extension was approved under application 2020/0746/P. This proposal is to combine the approved rear extension with the formation of a new basement level, to be constructed within the footprint of the extended house.

The location is within a short cul-de-sac at the junction of Lyndhurst Terrace and Thurlow Road. Neighbouring properties are mostly residential, including flats and houses. The immediate neighbour at 13 Lyndhurst Terrace is a private college.

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 start date of October 2021 is provisionally targeted subject to Planning Grant and procurement. The expected duration is around 12 months:



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

Standard working hours will be followed.

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

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.).

Potential receptors are the immediate neighbours of 15 Lyndhurst Terrace:

13 Lyndhurst Terrace (LSI Private College)
"Elm Bank" 17-19 Lyndhurst Terrace ((private dwelling house)
19 and 20 Thurlow Road (divided into private flats)

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.

The project is of domestic scale and is expected to impact immediate neighbours only. Consultation with neighbouring properties will be undertaken when the outcome of the application is known.

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.

We propose to invite immediate neighbours (shown as potential receptors under Q10) to partake in a Construction Working Group

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.

The contractor will comply with Camden's specific requirements and will register the scheme under the Considerate Constructors Scheme before works commence.

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.

The size and nature of the proposed development is such that vehicle movements and numbers of operatives will be small. Community impact will therefore be local and limited to Lyndhurst Terrace and Thurlow Road.

A review of the Planning Portal indicates no current schemes of this nature in the immediate neighbourhood. Further reviews will be undertaken, and the assistance of the council sought ahead of agreeing the Construction scheduling and methodology.

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:

To be advised when appointed

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

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

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

Site checks
Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.
Collision reporting data will be requested from operators and acted upon when necessary.

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:

Yes. 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.

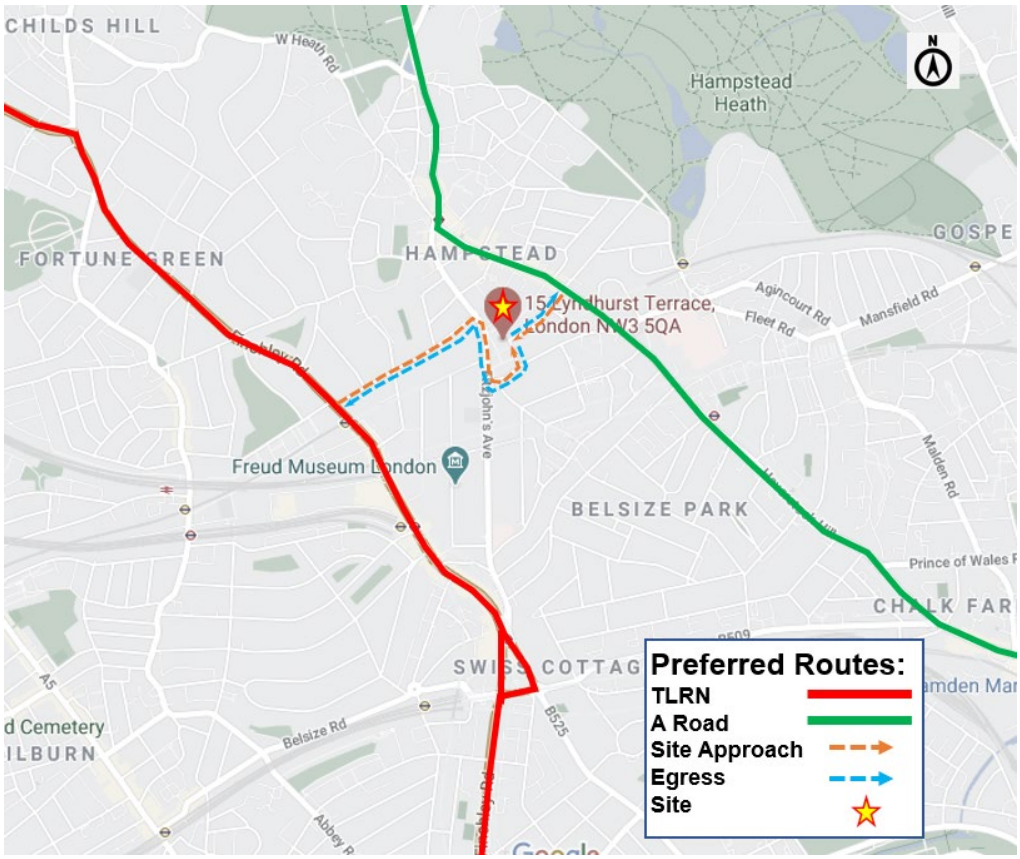
18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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



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.

Traffic plans will be discussed at prestart meetings with sub-contractors and suppliers, and the agreed traffic routing included in all sub-contracts and supply orders. Any changes to the plan will be communicated through regular progress meetings.

The contractor will undertake regular audits and visual checks to ensure that suppliers comply with the agreed routing.

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

Vehicle movements will be limited to between 09.30 and 14.30 on weekdays throughout the works. Saturdays will only be used for specific deliveries and only after prior consultation with the Construction Working Group.

Typically vehicle movements will be limited to 1-3 lorries per day. During excavation works a peak of 2-4 skip or tipper lorries can be expected and for (occasional) larger concrete pours a maximum of 3 ready mix concrete wagons in a day.

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.

There are no known pending sites of any size in Lyndhurst Terrace, Thurlow Road or surrounding streets, although this will be kept under constant review by the development team and the contractor.

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

Vehicles delivering to site will be small, proportionate to the scale of the project and navigating the local streets. As such there should be no constrained manoeuvres. Should this situation be changed, for occasional delivery of construction equipment for example, the Contractor will provide a detailed delivery plan and swept path analyses.

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.

No off site holding areas will be required for this project. Deliveries will be managed on a “Just in Time” basis through a delivery management system.

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.

The use of a consolidation centre is not considered appropriate due to the scale of the project.

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

Delivery vehicles will be managed by traffic marshals to ensure that engines are not left idling during offloading and the use of horns and reversing alarms is limited to Highway Code guidelines.

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.

The existing house and boundary are to be retained as existing and site access will be in a single location via the existing gate and crossover to the property.

Please refer to Section 6 of this overall document which includes the site logistics plan.

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.

The existing gate and crossover to the property is located in a short cul-de-sac at the junction of Lyndhurst Terrace and Thurlow Road. Through traffic passing the gate is limited to the single dwelling next door – Elm Bank. Vehicles will generally reverse into the existing gate, assisted by one traffic marshal.

Please refer to Section 6 of this overall document which includes the site logistics plan.

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.

Vehicles delivering to site will be small, proportionate to the scale of the project and navigating the local streets. Should this situation be changed, for occasional delivery of construction equipment for example, the Contractor will provide a detailed delivery plan and swept path analyses.

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.

Vehicles entering the site will remain on hardstanding throughout loading and unloading. The contractor will provide a handheld jet wash for wheel cleaning should it be required.

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.

Vehicle loading will be inside the boundary. Please refer to section 6 of this document for further details.

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.

One marshal deployed during reversing manoeuvres.

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.

Please refer to the logistics plan in section 6 of this document. Site set up impact on the highway is limited to a hoarding across the existing gateway at the back of pavement.

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 long-term parking bay suspensions are envisaged. The contractor may require occasional suspension of resident bays in close vicinity to the gate for occasional larger deliveries and will make due application should this occur.

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.

No such use is proposed

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.

None required

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.

None required

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.

A hoarding will be required at back of pavement across the existing gateway. Please see the logistics plan in section 6 for further details.

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.

No other temporary structures are required.

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.

None required. The existing utility connections will be maintained.

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.

Site hours will be as stipulated by the council at Q11:

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

Stripping out and minor structural demolition will be undertaken using hand tools or handheld mechanical breakers.

A mini excavator will be used to drive trench sheets for earth retention for the rear section of basement (subject to further engineering investigation and design).

Excavation will be by hand and mini mechanical excavator.

A conveyor carrying spoil to the skip location will operate within site hours. The belt will be shrouded and enclosed to limit noise and dust escape.

Concrete pours will involve the use of mechanical vibrators, typically pouring on one day of each working week during the structural phase.

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

Noise surveys have not yet been undertaken and will be carried out in advance of commencement subject to Planning grant.

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

Noise predictions will be provided by the contractor, when appointed.

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.

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

Site hoardings will be solid timber, which will assist to contain noise within the site. Noisy operations will be contained within the existing building which will assist in limiting noise break out. Additional solid barriers will be erected around doors and access points, to further limit noise levels at the site boundary. External scaffolds will be clad in Monarflex or similar sheeting which serves to help in limiting noise escape as well as dust.

The conveyor belt moving spoil to the skip position will be shrouded and enclosed to limit noise and dust escape. A chute will be attached to reduce the noise impact of falling material at the point of discharge.

Externally, delivery vehicles will be managed by the traffic marshal to ensure that engines are not left idling during offloading and the use of horns and reversing alarms is limited to Highway Code guidelines.

Please refer also to the proposed mitigation measures included in the main body of this document.

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

The contractor will be required to provide suitably qualified staff in his tender and will provide evidence to the council on appointment.

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

The contractor will follow the following Dust Control regime:

- The dust on site will be suppressed when breaking through concrete and excavation of soil in dried conditions by fine water spray.
- All vehicles carrying loose or potentially dusty material to or from the site will be fully sheeted.
- When necessary, public roads and access routes will be cleaned using wet sweeping methods.
- Minimise the amount of excavated material held on site & sheet, seal or damp down unavoidable stockpiles of excavated material held on site, where required.
- Avoid double handling of material wherever reasonably practicable.
- Conveyor will be enclosed as far as practicable and the point of discharge to skip will be via a chute to reduce the drop height of spoil. Additionally water spay will be used to suppress dust emissions from the conveyor where conditions require it.

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.

Delivery and muck away vehicles will remain on hardstanding within the site and will not therefore spread site material on their wheels. Handheld jet wash equipment will be maintained on site for emergencies.

Where possible, (mini) excavation plant will be loaded and unloaded directly onto a flatbed lorry by means of Hiab lifting, and will not therefore, come into contact with the highway. If any spoil falls onto the highway it will be cleaned immediately. Site personnel will clean off their boots before exiting the site if they cannot change footwear before.

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

The Contractor will demonstrate the management, monitoring, auditing and training procedures that are in place to ensure compliance with the Camden Minimum Requirements. The Contractors' nominated Site Manager will have the responsibility of monitoring all site activities and ensuring environmental standards are maintained.

The Contractor will maintain on site, a system for recording any incidents and any ameliorative action taken for inspection by Camden's representatives. The Contractor will ensure as far as is reasonably practical, that necessary action has been taken and steps to avoid recurrence have been implemented.

Daily spot checks will be carried out to ensure noise, vibration or dust levels are not causing undue impact on nearby receptors. A minimum of two checks will be undertaken daily – at 10.00am and 3.00pm; and at additional times to suit particular operations on a given day, or to suit particular requests from neighbours (if any are received).

A site contact number will be provided to all nearby residents should any of the above cause issue. Noise tests will be carried out at the above times directly at site boundary.

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**.

This is a small site in the context of the GLA SPG and dust risk is Low. A Risk Assessment for control of dust is included in section 10 of this document.

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.

Confirmed. Please refer to section 10 of this document.

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.

We confirm that the site is not classified as High Risk under the SPG description and does not, therefore require real time dust monitoring.

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).

Rodent traps will be set out prior to any demolition or construction. Site welfare will be controlled such that waste food does not accumulate. A licensed pest control company will be employed to test bait the surface for a minimum of 28 days before commencement.

No new ground will be broken on site until such time as a clear 7 days is evidenced after 28 days of test baiting. Records will be maintained on site for inspection.

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

A full R&D asbestos survey will be undertaken subject to the granting of Planning Permission.

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.

Site personnel will be briefed at induction on acceptable behaviour. A suitable smoking area will be identified at commencement and all personnel to be made aware not to smoke directly outside the site boundaries or near local schools.

The Contractor will nominate community relations personnel, who will be focussed on engaging with the local community and who will be responsible for dealing promptly with complaints in accordance with the complaints procedure included in section 12 of this document.

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):

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

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

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes

SYMBOL IS FOR INTERNAL USE

Agreement

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

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed:  ……

Date: 14th January 2021

Print Name: T J Cole

Position: Preconstruction Manager. Blue Sky Building

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5

3.0 NATURE OF THE PROJECT/ SCOPE OF WORKS

Scope of Works

The Proposal is to refurbish and extend 15 Lyndhurst Terrace, an existing detached dwelling house. A ground and first floor rear extension was approved under application 2020/0746/P. This proposal is to combine the approved rear extension with the formation of a new basement level, to be constructed within the footprint of the extended house.

The Proposed works include:

- Creation of the new lower ground/basement level to provide additional floorspace. The new level will be formed using traditional hand dug underpinning techniques, assisted by mini excavator machines where possible.
- Construction of the previously approved rear ground and first floor extension in traditional masonry.
- Formation of new building envelope and refurbishment of existing
- Internal fitting out of the extended house
- Landscaping to the front and rear of the building.

Key environmental issues warranting the contractor's attention are:

- Minimal disturbance of neighbours through noisy and dusty activities
- Management of deliveries and traffic through the local streets
- Maintaining a Considerate Constructor's approach to the project throughout

4.0 METHODOLOGY, SEQUENCE AND PROGRAMME

The overall construction programme is estimated at around 12 months. An indicative bar chart programme is included at the end of this section.

This section of the document will identify the specific methodology that has been identified for the project to date.

It is currently envisaged that the scheme will be delivered in a single phase encompassing stripping out, structural works and fitting out, to completion.

The project can be broken down into a series of discrete sub projects. In summary, these consist of:

- Pre-start enabling works.
- Site Establishment, including hoardings, scaffolding, and temporary services.
- Stripping Out.
- Basement Construction and Structural Interventions.
- Building Envelope.
- Fitting out of the extended house, mechanical & electrical services, commissioning and setting to work.

3.1 Pre-Start Enabling/lead-in works

Prior to commencement of works a period of pre-commencement planning and activities will be carried out to ensure works can be undertaken efficiently. Certain elements of these works will require third party approvals.

- Production of detailed CMP and task specific Construction Method Statements in accordance with the Guide for Contractors Working in Camden.
- Mobilisation of selected plant and operators.
- Formulation of the Construction Phase Plan (CDM 2015) and risk assessments.
- Contractors Community Liaison Contact to be named and to commence direct liaison with the Construction Working Group.
- Formulation of Site waste management plans and environmental plans as per the current DEFRA guidelines.
- Production of detailed works programmes and sequencing.
- Surveys of existing services and structures to confirm methodology, decommissioning and temporary supply requirements.
- Highways condition surveys to be carried out prior to commencement on site.

- CCTV surveys of existing drainage.
- Hazmat and asbestos refurbishment and demolition (R&D) survey, testing and ASB5 notifications to the HSE.
- Camden licence applications and approvals for hoarding.
- Application for suspension of resident parking bays if required.
- Baseline environmental monitoring.
- Temporary works design.
- Pest control site baiting a minimum of 2 weeks before commencement
- Registration of the project under the Considerate Constructers Scheme
- Section 61 (noise) prior notice agreement to be made with Camden Council

3.2 Site establishment and logistics

Site establishment is the preparation of the site to carry out the stripping out and construction process. This activity is generated from vacant possession of the site and will include the following activities:

- Securing the site, including the erection of a full height close boarded hoarding across the entrance gate.
- Hoarding will be 2.4m high, decorated, and will display the required notices of Contractors Contact details.
- Scaffold erection to the external elevations.
- Installation of site temporary electrics, lighting, water and fire alarms.
- Establishment of site security provisions to ensure that the site is protected against unauthorised or unlawful entry and potential theft from site.
- Isolation of existing utilities, existing services and systems within the building will be carried out at an appropriate point in liaison with the statutory service providers.
- Establish site welfare arrangements.
- Emergency exit routes on site to be specified and clearly signposted.

Upon confirmation of vacant site possession to the contractor, appropriate notifications will be served, and licences applied for removal of any asbestos containing material (ACMs). An R&D asbestos survey will be undertaken as soon as the house is vacated during pre-commencement activities. ACM’s will be removed by a licenced contractor in accordance with current legislation.

Preparation of the Site and building for the stripping out & construction activities will involve installation of the site hoarding, scaffolding and sheeting. The site hoarding is proposed to be installed at back of pavement at the perimeter of the Site at ground level and will remain in position throughout

the construction phase. It will contain all requisite lighting, safety and directional signage.

The existing garden boundary walls will be retained and secured, subject to full inspection of condition.

The condition of the structure and construction techniques would be investigated to provide as much information prior to construction commencing. Suspended floors and load bearing walls should be examined for any inconsistencies before use, (openings through the floors, changes in construction, existing cracks and damage or signs of previous repairs). Any such items should be reported to the Temporary Works Engineer prior to commencement.

3.3 Stripping Out

Demolition activities are limited to stripping out of internal fitments, removal of some internal and perimeter wall sections to allow the basement and extensions to proceed, and the removal of parts of the roof.

A safe method of working shall be submitted to the HSE (ASB5 notification) for the removal of any ACMs identified in the R&D survey.

Soft Strip and Service Isolations

The first operation will be to isolate any live services in the building. An advance survey of all existing services will have been carried out in the pre-construction phase to highlight termination points.

The soft strip of redundant fixtures & fittings and asbestos within the existing structures will be carried out working from the roof level downwards, manually using hand-held tools.

As the materials are stripped, they will be removed to the ground floor level and deposited into a skip located in the front garden.

Architecturally significant components will be carefully stored for re-use in the fitting out stage or recycled in similar projects.

Structural Demolition

Where load bearing walls are to be removed for rear extensions propping will be introduced by installing temporary footings, props and needles to support the structure above. The smallest mini piling rig may be employed for the task (subject to further design), fitting through existing doorways. With propping in place new steel beams will be introduced, dry packed and redundant walls removed.

Local demolition of walls to upper floors will be phased to suit the sequence of works to the ground floor.

To ensure that the impact of the construction is kept to a minimum on this project all demolition and structural interventions would be controlled under a section 61 prior consent application in accordance with Camden's Guide.

3.4 Basement Construction and Structural Interventions.

The design of the new substructure remains subject to full site investigation and detailed design, but it is currently anticipated that the new basement extension will include underpinning of the existing load bearing walls to the perimeter of the property. Where the basement extends beyond the existing footprint at the rear of the property trench sheeting is likely to be used for perimeter support.

Excavation and concrete placement will largely be by hand, with underpinning constructed in one metre sections on a "hit and miss" pattern. A mini excavator will assist where practical and excavated materials will be loaded to a skip in the front garden by conveyor belt.

The substructure of the basement and extended areas of the building will be formed in reinforced concrete with a ground bearing slab and thickening or for earth retention and foundations (to be determined in future design). Concrete will be delivered as ready mix and placed using a small trailer pump located in the front garden.

The extensions are proposed to be traditional masonry with timber joisted floors and roof construction.

Once the new basement and extension structures are in place and all temporary propping removed the removal of individual walls to upper floors and the cutting in of new windows will proceed, using propping and needling techniques.

3.5 Building Envelope

New roofs will be constructed as required. Repairs or replacements will be undertaken to windows and external walls on completion of which the scaffolds will be struck and removed from site.

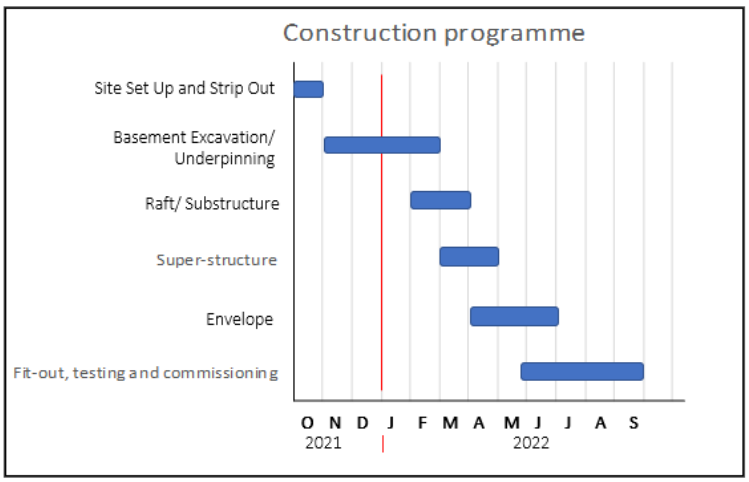
New hard and soft landscaping will be undertaken once scaffolds are removed using mini excavators or robot machines.

3.6 Fitting Out

Once the structural works are complete and the building is free of temporary propping, works to form the new internal layout of the house will proceed.

When the envelope is made fully watertight, the first fix carpentry and services installations will proceed. Final decorating and small materials will be delivered through the front doors. Service connections, commissioning and setting to work will be undertaken as the project nears completion, in parallel to external works.

Indicative Construction Programme:



5.0 THE CONSTRUCTION SITE

This section outlines the requirements relating to site management practices, ranging from the location of accommodation and equipment to the operation of equipment on site. It outlines a number of procedures that should be implemented during site operation.

These relate to working hours, site layouts, appearance, and good housekeeping.

Representatives from the Contractor and Camden Council Environmental Control should regularly inspect the construction site to ensure that these procedures are adhered to. The Contractor must follow a 'good housekeeping' policy at all times. The site should be cleared by the Contractor on completion of the development.

The specific measures to be implemented by the Contractor will include:

Working Hours

Core working hours will be 08.00 – 18.00 on weekdays and 08.00 – 13.00 on Saturday, in line with The Guide's limits on noisy working.

There may occasionally be a need to work outside these hours in order to undertake essential works, and the Contractor will make due application to the council should the need arise.

To ensure that the impact of the construction is kept to a minimum on this project we propose a voluntary Section 61 Prior Working Agreement is adopted.

Good Housekeeping

The Contractor will follow a 'good housekeeping' policy at all times. This will include, but not necessarily be limited to the following. The Contractor will:

- Register the project with the Considerate Constructer's Scheme.
- ensure considerate site behaviour of the Contractor's staff.
- ensure the noise from lorry reversing alarms and the like are kept to minimum levels.
- prohibit open fires.
- ensure that appropriate provisions for dust control and road cleanliness are implemented.

- remove rubbish at frequent intervals, leaving the site clean and tidy.
- frequently inspect, repair and re-paint as necessary the site hoarding to comply with the conditions of Camden Council's Licence – all flyposting and graffiti is to be removed as soon as reasonably practicable and within 24 hours of notice from the Camden Council.
- maintain toilet facilities and other welfare facilities for its staff.
- remove food waste.
- frequently cleanse wheel washing facilities.
- prevent vermin and other infestations.
- undertake all loading and unloading of vehicles inside the boundary as identified on the logistics drawing.

Public Information

The site hoarding will display any necessary health & safety material. The name and 24-hour telephone contact details of the Contractor's nominated representative will be shown, together with the full details of the Contractor's regional or head office.

Security

The Contractor will ensure that the site is secure and prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site presence. Alarms will incorporate an appropriate cut-off period. Access and egress will be via manned security gates.

Hoarding, Site Layout and Facilities

The sites will be completely secure to deter public access. The proposed hoarding line and gates, all of which will be in accordance with The Guide, are shown on the enclosed plans. It is intended to provide protection from noise and dust around the existing building at all times.

Site welfare arrangements will be established inside the existing front garden of the house, with decking laid to give protection to tree roots. The existing driveway will be inspected and repaired to ensure an adequate hardstanding for vehicles and skip location.

Emergency Planning and Response

The Contractor will develop a plan for emergencies to incorporate:

- Emergency procedures including emergency pollution control to enable a quick response.

- Emergency phone numbers and the method of notifying Camden Council and statutory authorities. The Contractor will display a 'contact board' on the hoarding identifying key personnel with contact addresses and telephone numbers, so that members of the public know who to contact in the event of a report or query.
- London Fire and Emergency Planning Authority (LFEPA) requirements for the provision of site access points.
- Site Fire plan and management controls to prevent fires.
- A plan to reduce fire risk and potential fire load during construction, operation and subsequently during maintenance or repair. The project will comply with any third party requirements as may be appropriate at specific sites.

Cranes

It is unlikely that cranes will be employed for the 15 Lyndhurst Terrace project. We envisage a methodology that uses Hiab or forklifts for offloading and lifting beams or winches for lifting materials to roof level. However, if the contractor identifies a methodology with a specific need for mobile cranes then Camden must be given 10 days' notice of its use, and 6 weeks' notice in the event that a road closure is required.

6.0 SITE LOGISTICS

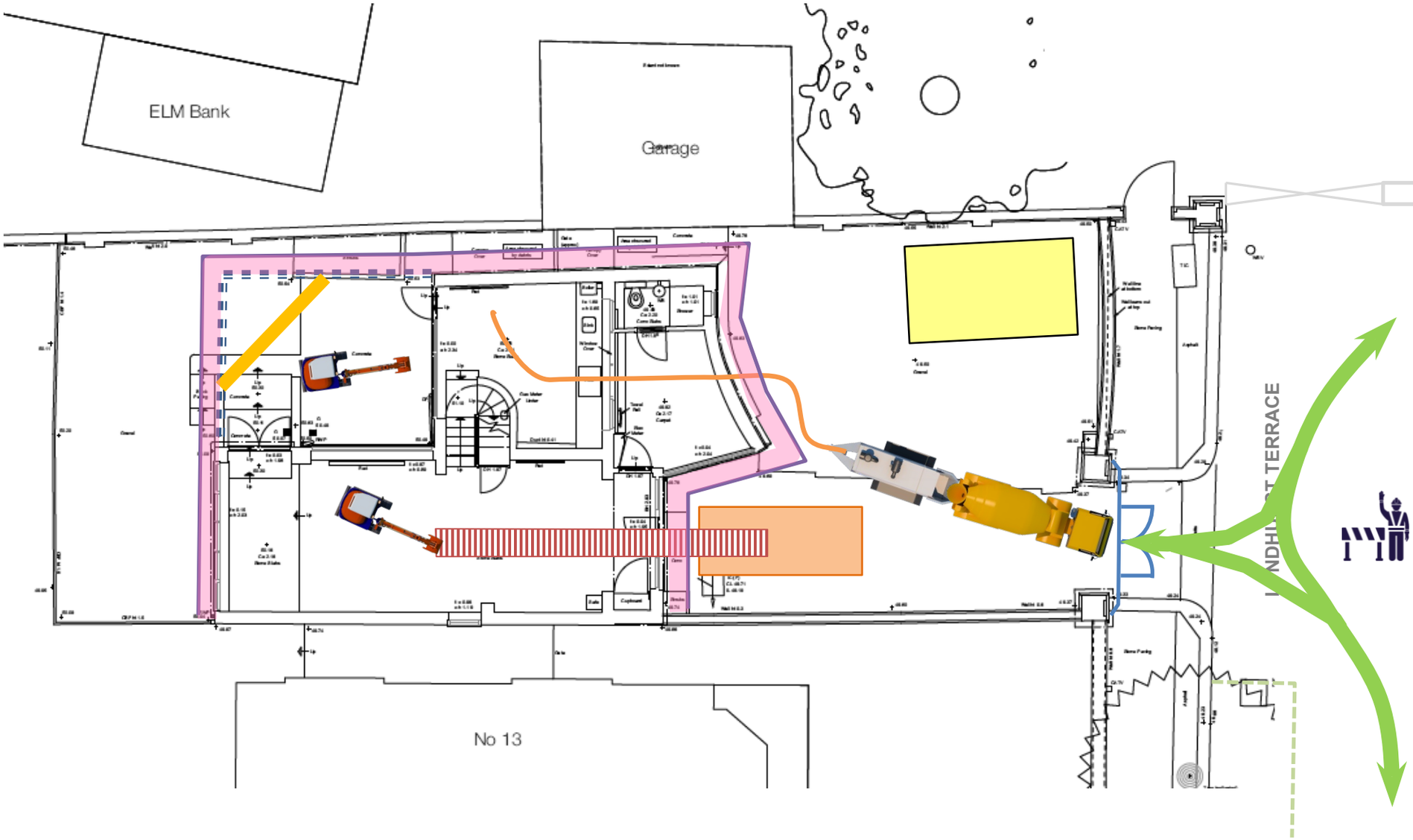
The efficient management of the site logistics will be vital to the success of the project. A key strategy of logistics for a construction project is to ensure that the products and materials arrive on site at the time and in the quantities that are required.

The Contractor will ensure that the necessary pre-planning is undertaken and that the quality of the communication between those planning the project and those supplying the products and materials is maintained throughout the duration of the project.

The drawings overleaf illustrate the proposed overall logistics plan for the sites which incorporates the following key features:

- The site is fully secured.
- The building encapsulated in sheeted scaffolding.
- Offloading is proposed to be within the site boundary.
- Vehicles delivering or collecting from site will be sized to navigate Lyndhurst Terrace and Thurlow Road without disrupting local parking and access.
- The majority of products and materials will be delivered to site by small vehicle, unloaded manually or by Hiab.
- Access and egress to site will be controlled by a fully manned security gate.

Please refer overleaf to the Site Layout Plan



KEY

- Hoarding/ gates
- Sheeted Scaffold
- Parking bays suspended for large deliveries
- Site Accommodation
- Skip Location
- Conveyor
- Trench Sheets/ Props
- Trailer Concrete Pump
- Banksman During Vehicle Movements

BLUE SKY BUILDING
founded on excellence

PROJECT: 15 Lyndhurst Terrace
FOR: Mitzman Architects LLP

TITLE: **Construction Logistics**

DRAWING NO.: BSB-15LT-001

REVISION NO. & DATE: Rev 0 – 12/01/2021

7.0 TRAFFIC MANAGEMENT

This section highlights the measures by which the Contractor will avoid nuisance to the public that may arise from increases in traffic flows and temporary rearrangements of the road network associated with the construction works. Measures have been considered in relation to access routes, site access, timing of movements, environmental standards, vehicle registration and parking.

The Contractor will maintain, as far as reasonably practicable, existing public access routes and rights-of-way during construction.

Access routes

The Contractor will use designated construction traffic routes for deliveries to the site and removal of waste.

Access routes to and from the site to be used by heavy goods vehicles (HGVs) will be agreed with Camden Council prior to initiation of the demolition and construction programme, to minimise disruption to the road and pedestrian network. The strategic road network will be used as far as possible for this purpose, with most construction traffic assumed to be approaching the site from the North & East of London.

Access to site will be from the TLRN Network A41 or A406. The site is at the junction of Lyndhurst Terrace and Thurlow Road

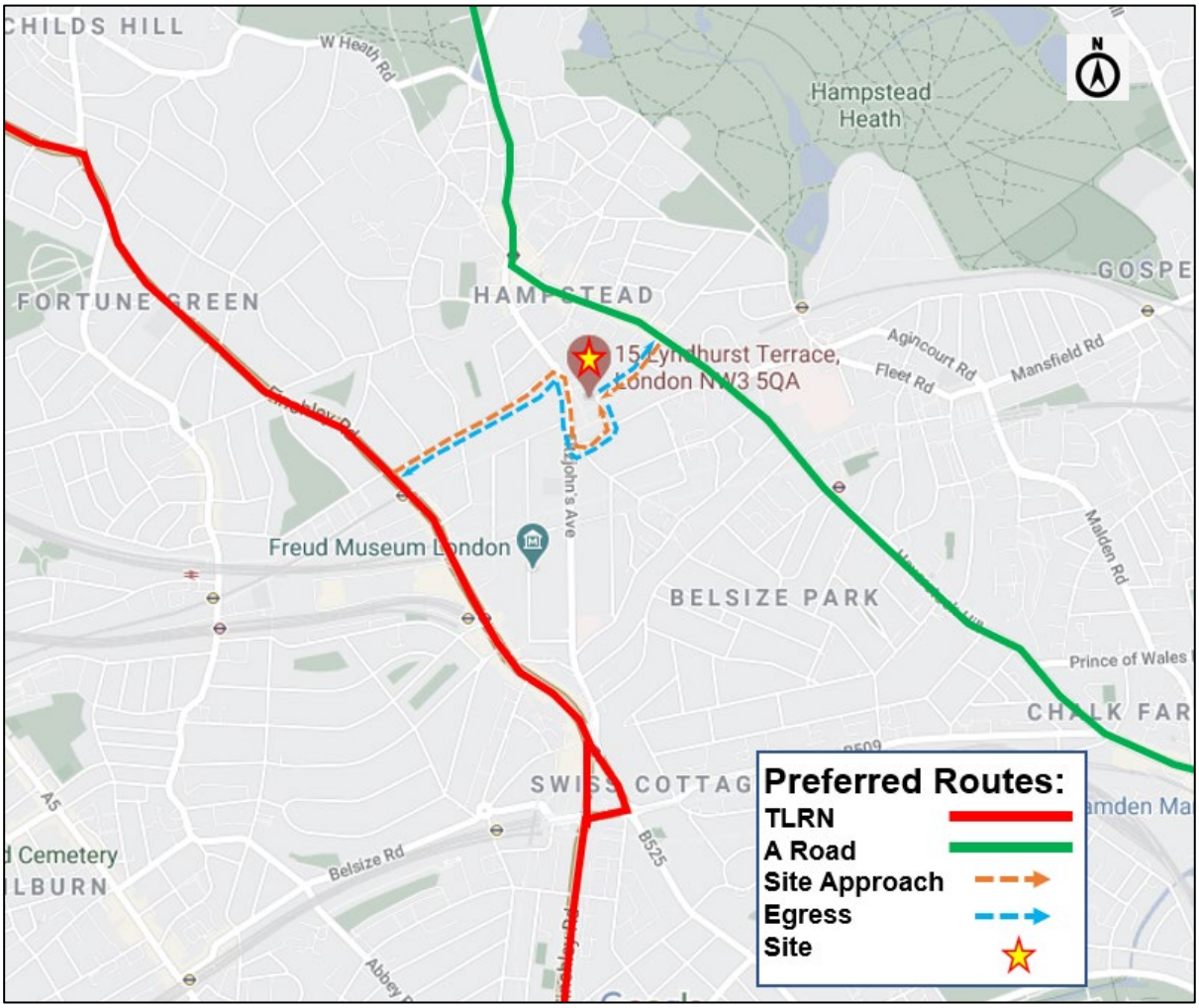
and will be approached as follows:

From the A41 Finchley Road via Arkwright Road, Fitzjohns Avenue and Lyndhurst Road into Lyndhurst Terrace

From the A406 North Circular Road via the A502 Heath Street/ Rosslyn Hill into Thurlow Road.

Vehicles will be directed to return to the TLRN by the reverse routes.

Where possible vehicles will be brought to site between the hours of 09.30 and 16.30 hours to avoid peak periods. The Contractor will maintain an up-to-date log of all drivers that will include a written undertaking from them to adhere to Camden Council's approved routes for construction traffic.



Vehicle Management

From summer 2015 the SLS (TfL & London Councils Safer Lorry Scheme) required almost all HGVs, irrespective of current exemptions, over 3.5 tonnes that drive in Greater London to be fitted or retrofitted with:

- Side guards (also known as “lateral protection devices”) irrespective of vehicle type; and
- Both Class V and VI mirrors, irrespective of vehicle age or registration date.

The contractor will ensure that all sub-contractors and suppliers delivery vehicles comply with the scheme and any non-complying vehicles are turned away from site.

CLOCS

The project will adopt Construction Logistics and Community Safety (CLOCS) standards for all delivery vehicles. (CLOCS Standard for construction logistics, V1.2 2014) Fleet Operator Recognition Scheme (FORS) Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module or Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement.

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

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

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

Delivery Management

Deliveries will be managed to minimise disruption to other road users in Lyndhurst Terrace and Thurlow Street.

To minimise the likelihood of congestion during the demolition and construction period, strict monitoring and control of vehicles entering and egressing the sites will be implemented. Construction deliveries will be carefully planned with delivery times agreed with each contractor using a booking system.

Operatives Journeys to Work

Given the central location of the site, operatives are expected to arrive by public transport. No operatives parking will be permitted or encouraged.

Contractors may elect to bring labour to site by van or minibus, in which case parking must be arranged at a commercial car park, away from site.

8.0 SITE WASTE MANAGEMENT

The Contractor must use working methods that minimise waste. Any waste arising from the site must be properly categorised and dealt with in accordance with appropriate legislation. Opportunities for re-using or recycling construction or demolition waste should be explored and implemented.

The Contractor will carry out the works in such a way that as far as is reasonably practicable the amount of spoil and waste (including groundwater, production water and run-off) to be disposed of is minimised, and that any waste arising from the site is properly categorised and dealt with in accordance with the appropriate legislation and guidance.

A formal and detailed Waste Management Plan will be prepared by the Contractor. The disposal of all waste or other materials removed from the Site will be in accordance with the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974, Environment Act 1995, Special Waste Regulations 1996, Duty of Care Regulations 1991 and the Waste Management Regulations 2011.

In general, and in accordance with the principles of the UK Government's 'Waste Strategy 2010', a principal aim during demolition and construction will be to reduce the amount of waste generated and exported from the site.

This approach complies with the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and, finally, to dispose of off-site as necessary. The Contractor will be required to investigate opportunities to minimise and reduce waste generation, such as:

- Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme.
- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste.
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials.
- Re-use of materials wherever feasible.
- The Government has set broad targets of the use of reclaimed aggregate, and in keeping with best practice, Contractor will be required to maximise the proportion of materials recycled.
- Segregation of waste at source.
- Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or re-processing). Our expectations in this regard are shown in the following table.

Material	Target	Probable Location
Architectural salvage	100% re-used	Several architectural salvage companies in London.
Metals	100% recycled	Every effort will be made to recycle these materials on site with any surplus being taken to waste transfer station.
Hardcore (brick/block/ concrete etc.)	100% recycled	Taken off-site to be crushed and reused.
Excavated material/ clay etc.	100% recycled	Clay – 100% processed for re-use as fill (subject to analysis).
Timber	Up to 85% re-used The amount re-used will depend on the material	We will attempt to salvage any re-useable timber for hoardings, battening, shuttering etc. for possible use on site with the balance being retained by the Contractor.
Mixed waste	The amount recycled will depend on the material	An absolute minimum will remain for transport to landfill.
Asbestos	100% landfill	Taken to a licensed site.

9.0 NOISE AND VIBRATION

The Contractor will monitor and control levels of noise and vibration from the site.

Measures for reducing such levels are set out of this section. A prior approval via Section 61 of the Control of Pollution Act 1974 is proposed.

Noise Control

The Contractor's environmental team will undertake a noise assessment using noise-predicting software that projects noise levels at adjoining properties based on the emissions made by specific equipment. This noise assessment will be carried out in accordance with BS5228-1: 2009+A1: 2014 'Code of Practice for noise and vibration on construction and open sites'.

This assessment allows the Contractor to select the most appropriate plant, methodology and controls to minimise disruptions of buildings at close proximity of the adjacent structures (sensitive receptors) and in particular the neighbouring residents, during the basement and structural work phases.

Noise levels will be monitored by the Contractor during the course of the works. Camden Council shall be given access to all noise readings if required as soon as they become available.

Although the noise levels to be included in a formal agreement between the Contractor and Camden Council are the maximum to be allowed, at sensitive locations the Contractor will be requested to achieve, where practicable, noise levels lower than the specified limits.

Noise Control Provisions – Screens and Scaffolds

Throughout the stripping out and structural stages all works will take place behind an encapsulation scaffold clad in fire rated Monarflex sheeting (or similar). The encapsulation scaffold provides the following benefits during the structural construction stages of the works:

- It acts as a visual screen hiding the on-going works.
- Dust arising will be contained.
- With the use of the sheeting noise is contained.

The encapsulation scaffolding will be erected before any of the stripping out works commence.

Vibration Control

The measures taken to reduce the acoustics of these operations will assist in mitigating the effects of vibration on neighbours, their property and the existing building to be retained.

A digital seismograph measuring device will be used to measure the amount of vibration produced during these works. Where elevated levels are recorded the source will be investigated and, where possible, alternative techniques employed to reduce the levels.

The Contractor will comply with the vibration levels established by agreement with Camden Council.

10.0 AIR QUALITY

The Contractors will, as far as reasonably practical, seek to control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from tools and equipment used on site and dust from construction activities.

The site activities will be assessed in accordance with the Mayor of London's SPG "The Control of Dust & emissions during Construction & Demolition. The contractors must submit a statement to Camden Council for approval identifying proposed dust control measures before work starts. Special precautions must be taken when materials containing asbestos are encountered.

Throughout the project, the Contractor will ensure the following:

- Where potential dust producing activities are taking place, the screens remain in position. This will include all demolition, underpinning, excavation and structural works.
- There is no burning of waste materials on site.
- There is an adequate water supply on the site.
- Disposal of run-off water from dust suppression activities and cleaning is in accordance with the appropriate legal requirements.
- All dust control equipment is maintained in good condition and record maintenance activities.
- Strip inside of the building before any demolition of the structure and envelope.
- Site hoarding, barriers and scaffolding are kept clean.
- Loading of material into lorries within designated loading area.
- If necessary, clean public road and pavement using wet sweeping methods.
- All vehicles carrying loose or potentially dusty material to or from the site are fully sheeted.
- Minimise the amount of demolished or excavated material held on site.
- Sheet, seal or damp down unavoidable stockpiles and skips of material held at site, where required.
- Avoid double handling of material wherever reasonably practicable.
- Ensure water suppression is used during demolition operations.
- Use enclosed rubble chutes and conveyors where reasonably practicable or use water to suppress dust emissions from such equipment.
- Sheet or otherwise enclose loaded bins and skips.

- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Use prefabrication of goods and materials to reduce the need for grinding, sawing and cutting on site wherever reasonably practicable.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
- The engines of all vehicles delivering to site are not left running unnecessarily to prevent exhaust.
- That conveyor equipment will be well maintained, with regular servicing and maintenance carried out.

The Contractor will ensure that dust monitoring will be carried out during potential dust producing activities. The assessment will look at the dust raising potential of construction activities proximity to potential receptors and the duration of construction activities at each location

Please refer overleaf to the Air Quality (Dust) Risk Assessment

15 Lyndhurst Terrace

Air Quality (Dust) Risk Assessment.

Introduction

This assessment follows the principles set out in the GLA Supplementary Planning Guidance document: The Control of Dust and Emissions During Construction and Demolition.

15 Lyndhurst Terrace is a private dwelling house in a predominantly residential street. Receptors are the immediate neighbours and public using the quiet public highway. The proposed works at 15 Lyndhurst Terrace are of small scale and as such section 1.9 of the SPG limits the requirement for a full Dust Risk Assessment. We have considered the risks and proposed mitigation as follows:

Risk Considerations:

Phase of Work	Scope	Dust Risk Level
Demolition	Stripping out of fixtures and fittings and some demolition of structural elements inside the building.	Low
Piling	Possible use of trench sheet piling (for earth retention) to the rear of the property.	Low
Earthworks	New basement excavation, largely within the footprint of the existing building Material excavated by hand and micro machines, and transferred to waste skip by conveyor.	Low
Construction	New underpinning excavated and concreted by hand. New extensions comprising, reinforced concrete ground slabs, masonry walls, and timber framed floors and roof. Concrete supplied by ready mixed truck.	Low
Trackout	Vehicles only enter the site onto existing hardstanding.	Low

Mitigation Measures (in accordance with Appendix 7 of the SPG)

Site management:

- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
- Display the head or regional office contact information.
- Record and respond to all dust and air quality pollutant emissions complaints.
- Make a complaints log available to the local authority when asked.
- 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 site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.
- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.

Preparing and maintaining the site:

- Plan site layout: machinery and dust causing activities should be located away from receptors.
- Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Avoid site runoff of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials from site as soon as possible.

Operating vehicle/machinery and sustainable travel:

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.
- Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.
- Ensure all vehicles switch off engines when stationary – no idling vehicles.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

Operations:

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
- Use enclosed chutes, conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

Waste management:

- Reuse and recycle waste to reduce dust from waste materials.
- Avoid bonfires and burning of waste materials.

Demolition:

- Soft strip inside buildings before any structural demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- Ensure water suppression is used during demolition operations.
- Avoid explosive blasting, using appropriate manual or mechanical alternatives.
- Bag and remove any biological debris or damp down such material before demolition.

Construction

- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.

Trackout:

- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.

11.0 MANAGING THE ENVIRONMENTAL IMPACT OF CONSTRUCTION

This section sets out the requirements on the Contractor for managing the environmental impacts of constructing the development. The Contractor must prepare a site specific Method Statement setting out how the requirements of The Guide will be met.

The Contractor will need to demonstrate the management, monitoring, auditing and training procedures that are in place to ensure compliance with The Guide. The Contractor will also need to set out the specific roles and responsibilities of personnel in managing, monitoring all sub-contractors.

The specific measures to be implemented by the Contractor will include:

- Once the contract for the building works has been placed the Contractor will produce task specific method statements in accordance with this overall document.
- The Contractor will liaise with Camden Council's Environmental Inspectorate when appropriate, agreeing arrangements for specific site activities and ensuring compliance with The Guide.
- The Contractor will be responsible for establishing and maintaining contact with Camden Council and local residents and keeping them informed of construction matters likely to affect them.
- This liaison will include the regular and frequent distribution of Newsletters and attendance at meetings at the request of Camden Council with representatives of The Construction Working Group. (See under community relations below).
- The Contractor will advise the local authority within 24 hours of any incidents of non-compliance with The Guide and health and safety issues. The Contractor will respond to any reports referred by Camden Council, Police or other agencies within 24 hours, or as soon as reasonably practicable.
- The Contractor will maintain on site, a system for recording any incidents and any ameliorative action taken for inspection by the Council's representatives. This will be forwarded to the Council on a regular basis. The Contractor will ensure as far as is reasonably practical, that necessary action has been taken and steps to avoid recurrence have been implemented.

- The Contractor will provide an information and reporting telephone ‘Hot Line’ staffed at all times during working hours. Information on this facility shall be prominently displayed on site hoardings. The Contractor’s nominated person will attend monthly reviews with Camden Council’s Environmental Inspectorate, or otherwise as requested.
- The Contractor will facilitate Camden Council’s Environmental Inspectors to undertake regular planned inspections of the site to check compliance with The Guide and associated records.

12.0 AUTHORITIES AND PUBLIC LIAISON

This section sets out the processes involved in liaising with local authorities and the public prior to the commencement of construction activities.

Contractor should prepare a full programme of activity for the project before it starts. Programmes and methodology will be available for inspection by the Client's representatives and Camden Council's Environmental Inspectors on request.

The specific liaison measures to be implemented by the Contractor will include:

- Plan & inform on the nature and timing of all main site activities relating to The Guide, in particular the groundworks, new structure and external works.
- All site construction staff to be made aware of the requirements of The Guide and will be made responsible for its implementation.
- Sufficiently in advance of works, the Contractor will prepare a full programme of works, which will be maintained in a current format for the duration of the works and will be available for inspection when required. This will include:

  i) an outline method statement for works and activities affecting the highway.

  ii) detailed method statements for specific/special activities affecting Lyndhurst Terrace and in line with the principles identified in this report. Temporary works, removal of excavated material, concrete pours, deliveries of plant.

  iii) details of site traffic movements showing the projected number of vehicles, what is being delivered, when peaks in activities occur, traffic marshalling arrangements, holding areas, etc.

  iv) routes to site for deliveries.

  v) a health and safety plan.

Community Relations

The Contractor will nominate community relations personnel, who will be focussed on engaging with the local community. The Contractor will ensure that occupiers of nearby properties and local residents will be informed in advance of works taking place, including the estimated duration.

The Contractor will inform local residents likely to be affected by such activities at least 14 days prior to undertaking the works, as well as applying for the appropriate permits and licences, e.g. road closures for delivery, or use of mobile cranes or abnormal deliveries to the site. The Guide states that the most suitable method of informing residents is through leaflet drop.

Whilst the Contractor will provide monthly newsletters, we propose that a Construction Working Group will be set up with representatives of the adjacent properties.

The Contractor's project director together with the nominated person (if different) will agree with these neighbours a schedule of regular review meetings. Sufficient time prior to activities will be allowed for the neighbours' reasonable concerns to be addressed. Where required and reasonable, requested ad-hoc meetings with these neighbours will be attended by the Contractor's project director and the nominated person.

In the case of work required in response to an emergency, Camden Council, and all neighbours will be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected occupiers will also be notified of the 'hotline' number, which will operate during working hours.

Complaints Procedure

Complaints received by the site will be dealt with as follows:

- A site representative will telephone or visit the complainant to establish the exact details and nature of the complaint;
- Where the nuisance is or was temporary and has such ceased, the complainant will be informed and appropriate remedial action taken;
- Where the nuisance is sporadic a visit will be arranged accordingly to ensure the complaint is verified subjectively;
- A noise / vibration / dust measurement regime shall be established and measured against project standards. Where the measurement exceeds the project specifications further mitigations and measures will be established to bring evidence in line with the project standards.
- The Contractor will notify Camden Council of all complaints received and exceedances of trigger levels within 2 days of the event.

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