Construction/ Demolition Management Plan

5-17 Haverstock Hill, Camden, London

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
01/10/20	**1**	**Paddy Connolly**
09/12/20	**2**	**Paddy Connolly**
25/01/21	**3**	**Dave Foley**
02/02/21	**4**	**Dave Foley**
25/03/21	**5**	**Dave Foley**
30/03/21	**6**	**Dave Foley**
15/04/21	**7**	**Paddy Connolly**
19/04/21	**8**	**Paddy Connolly**
23/04/21	**9**	**Paddy Connolly**

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

This CMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

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

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

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

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

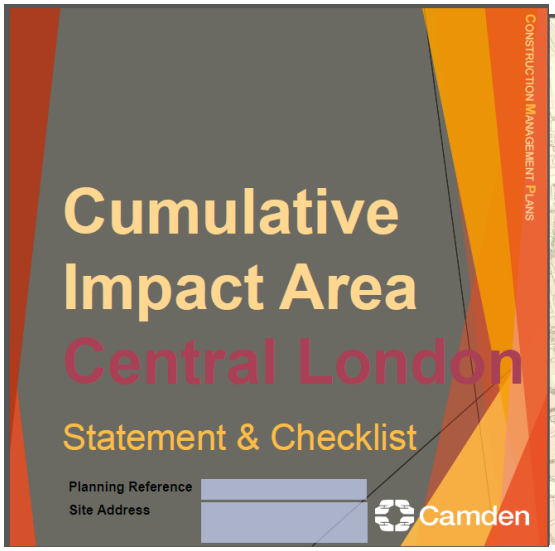
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

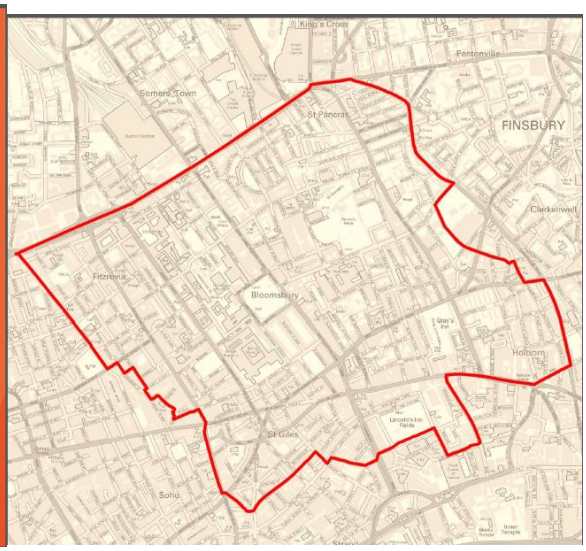
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

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

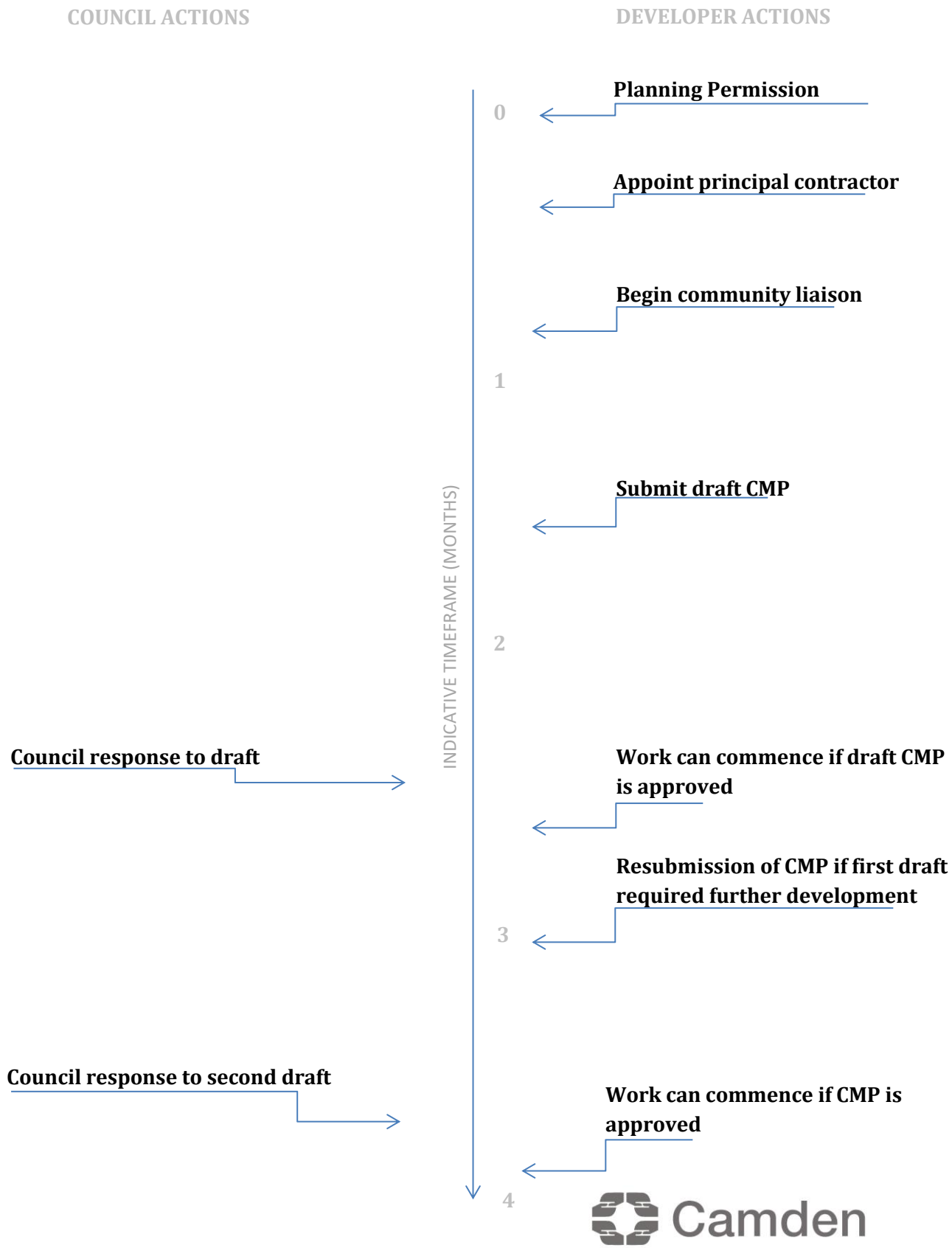
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: 5-17 Haverstock Hill, London, NW3 2BP

Planning reference number to which the CMP applies: 2016/3975/P

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

Name: Dave Foley

Address: O'Keefe Demolition Limited, Cricketts Farm Business Park, Borough Green Road, Ightham, Nr. Sevenoaks, Kent TN15 9JB

Email: dave.foley@okeefe.co.uk

Phone: 02088589124

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: Dave Foley

Address: O'Keefe Demolition Limited, Cricketts Farm Business Park, Borough Green Road, Ightham, Nr. Sevenoaks, Kent TN15 9JB

Email: dave.foley@okeefe.co.uk

Phone: 0208 858 9124

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: George Adamopoulos

Address: 33 Cavendish Square, London, W1G 0PW

Email: george@star-re.com

Phone: 0207 788 7433

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: Dave Foley

Address: O'Keefe Demolition Limited, Cricketts Farm Business Park, Borough Green Road, Ightham, Nr. Sevenoaks, Kent TN15 9JB

Email: dave.foley@okeefe.co.uk

Phone: 0208 858 9124

Site

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

Site Address - 5-17 Haverstock Hill, London, NW3 2BP

See Appendix 1 – Site Location Plan

The site is currently occupied by a large six-storey property, known as Eton Garage, a car park built in 1939. The building also incorporates six small retail units (Chalk Farm Parade) on Adelaide Road and a former car showroom for 60 vehicles on Haverstock Hill. The garage was last occupied by the Metropolitan Police for the storage of stolen vehicles and is currently vacant.

The site is located between Adelaide Road on the South and Haverstock Hill on the North/North-East. The site is located next to Chalk Farm Station which is a statutorily listed building (Grade II). There is also a private access road (within the red line boundary) running along the western part of the site linking Adelaide Road and Haverstock Hill.

The proposed development to which this CMP relates is for the comprehensive redevelopment of the site including total demolition of the existing building. The proposed development will comprise of the erection of a part 6, part 7 storey building comprising of 77no. residential units (8 no. studio; 18no. 1-bed; 32no. 2-bed and 19no. 3-bed units) used Class C3 and retail (use class A1-A5) use at Ground Floor with associated cycle parking, amenity space, refuse and recycling store and associated works.

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

The redevelopment of this site involves the demolition of an existing reinforced concrete framed & brick cladded building. The new build will provide 77no. apartments with retail units at street level spread over part 6 and part 7 storeys.

The site abuts Chalk Farm Underground Station on the eastern part of the site. There has been ongoing liaison with LUL in relation to proximity of the underground tunnels and sub-structure design and vibration monitoring. Party Wall/Oversailing Agreements/sub-structure design will have to be put in place/signed off before works commence.

Neither Haverstock Hill or Adelaide Road are TFL Red Routes.

Haverstock School is located opposite the site on Haverstock Hill, therefore site deliveries will have to be managed and arranged around drop off and pick up times. Residential blocks are located opposite on Adelaide St and Eton Palace to the East so noise, dust, vibration and vehicular movement will all have to managed, so as neighbours' daily lives are not affected but the development works.

Key to the success of the onsite works is the provision of a safe drop-down area for deliveries/collections to service the delivery of the project. Although narrow, the existing service road (entrance off Eton College Road) will be sufficient for lorries to be guided into with the aid of Traffic Marshalls. By using this access point, it will avoid having to use the bus layby on Haverstock Hill adjacent the site.

As/when the works start on site, there may be other nearby construction projects ongoing in the immediate vicinity. This will have a bearing on the management of deliveries so as to not have a detrimental effect on traffic flow at peak times. If the situation arises this can be managed via early interacting and agreements between the respective site management teams.

Due to the building taking up the full footprint of the site, there is limited storage for materials. Management and co-ordination of materials with have to be thoroughly planned out/just-in time deliveries.

There is a proposed cycle lane to be installed on Haverstock Hill during the timeframe of the construction works. It is proposed to generally provide 1.5 – 2.3-metre-wide mandatory cycle lanes, on either side of Haverstock Hill/ Rosslyn Hill. Liaison with the installation team will be carried out to ensure no clashes of use.

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).

The overall works will take approximately 133 weeks; The main works include;

- Demolition – 21 weeks
- Foundation/Sub-structure Ground Works – 33 weeks
- Superstructure (Reinforced Concrete Frame) – 24 weeks
- Façade – (Brickwork/Precast panels/Curtain Walling/Metal Cladding) – 55 weeks
- Internal Fit-out – 54 weeks

See attached programme in Appendix 2. The Demolition & Construction programme.

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

The site working hours are summarised below;

- 08:00 to 18:00 hours Monday to Friday
- 08:00 to 13:00 hours Saturday
- No working on Sundays or Public Holidays

All works will be undertaken within the agreed hours stated unless advised otherwise within the planning approval, or in the event of unforeseen or exceptional circumstances such as:

- Health and safety issues which require continuation of the works.
- Completion of operations that would otherwise cause greater interference to the environment or members of the public if not completed.
- Completion of concrete pours due to unforeseen overruns such as batching plant delays or traffic delays
- Delivery of abnormal loads which require specific transport notification
- Operations that need to be undertaken outside of standard working hours which include tower crane erection/dismantle will be agreed in advance with Camden Council.

All of the above will be covered via a Section 61 application & notification to Camden Council.

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.).

- LUL - Chalk Farm Underground Station on the Eastern Boundary
- Residents of Bridge House Residential Block – across Adelaide Road on the Southern Boundary
- Residents of Eton Place Residential Block – along Eton College Road on the Western Boundary
- Staff and Students of Haverstock School – across Haverstock Hill Road on the Northern Boundary

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.

A draft CMP was submitted in 2016 with the main application and there was consultation and engagement carried out at that stage. Further consultation will commence at the earliest opportunity by the site management team in advance of the works commencing. Once the demolition phase is complete the site management team for the construction works will continue this engagement with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors etc. This will take place in advance of any construction works commencing and will involve hosting regular meetings and provide regular updates of site activities/progress via letter drops & newsletters.

A further consultation letter has been distributed to the local residents & businesses within a 100m radius of the demolition of the single external garage during January 2021. Further consultation is also taking place during February 2021. A copy of this letter has been provided as Appendix 6. Comments received are detailed within Appendix 7.

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.

With residents in the nearby residential blocks being directly and indirectly effected by the works to be carried out on site, a working group will be set up with members of the local residents committee and business owners invited to attend monthly meetings arranged initially by the site project manager. (Contact details provided earlier in the CMP document.)

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 site has been registered with the CCS - Registration number SRO20447

The project will comply with the "Guide for Contractors working in Camden" and also the "code of considerate practice" and will seek to achieve scores of greater than 40/50 from the regular CCS site inspection.

We are committed to adhere to a Code of Practice that includes the following principles:

• Be environmentally aware in the selection of resources. Pay particular attention to pollution avoidance and waste management. Use local resources wherever possible and keep to a minimum at all times noise from construction site activity.

• Be considerate of the needs of all those affected by the construction process and of its impact on the environment. Special attention to be given to the needs of those with sight, hearing or mobility difficulties.

• Be a good neighbour by undertaking full and regular consultation with neighbours regarding site activity from prestart to final handover. Provide site information and viewing facilities where practical.

• Promote respectable and safe standards of behaviours and dress. Derogatory behaviours shall not be tolerated under threat of the strongest possible disciplinary action.

• Be safe. All construction operations and vehicle movements to be carried out with care of the safety of passers-by, neighbours and site personnel.

• Be accountable to the public by providing site contact details and be available to deal with their concerns and develop good local relations.

• All contractors will be required to adhere to the requirements of the code of practice. Information about the scheme will be provided to all personnel at induction and as well as toolbox talks as appropriate.

• The scheme will also be publicised to local residents by the use of appropriate banners and posters with contact details posted at the boundary of the site.

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.

There is ongoing construction at Marine Ices and on Crogsland Road. Camden Goods Yard (Morrison's site) also has consent for a major redevelopment – this is subject to change and timing of our site works and will be reviewed accordingly at an appropriate point in time.

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:

Name: Dave Foley

Address: O'Keefe Demolition Limited, Cricketts Farm Business Park, Borough Green Road, Ightham, Nr. Sevenoaks, Kent TN15 9JB

Email: dave.foley@okeefe.co.uk

Phone: 0208 858 9124

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

We will ensure compliance with the CLOCS Standard for the project, with the inclusion of specific clauses for compliance within the sub-contracts and inclusion of the following CLOCS Standards and Toolkits within enquiry documents and contracts sent to all proposed sub-contractors for pricing of the scheme:

- CLOCS Standard for Construction Logistics: Managing Work Related Road Risk.
- CLOCS Toolkit: Managing Collision Reporting and Analysis
- CLOCS Guide: Vehicle Safety Equipment
- CLOCS Guide: Managing Driver Training and Licensing,

All drivers of vehicles over 3.5t 5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

Confirmed by Dave Foley of O'Keefe Demolition Limited

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.

Please refer to Appendix 3 – Route Map for all vehicular deliveries and collections

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.

There will be control and management of all deliveries to site via a booking system to ensure any impact on the local road network is controlled and managed and will be used to control the volume of deliveries to site. All sub-contractors, suppliers and their hauliers will be required to book in, all deliveries being made to site in advance and they will be issued with a copy of the site Traffic Management Plan to advise on site access and egress routes. A strict no parking policy will be enforced throughout the project. All visitors, staff and operatives will be advised to use the close public transport network.

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

In addition there will be a dedicated Logistic Manager who will manage/co-ordinate all deliveries to/from site, factoring in local rush hour traffic flow. To ensure effective management of this, all deliveries will be organised via a booking system with timeslots allocated based on the nature of delivery and expected time required to off-load. Vehicular movements/deliveries will be restricted around the hours of 9.30am and 3pm on weekdays during term time, so as not to impact/add any further congestion around Haverstock Hill School.

The following is an outline of the vehicular types & frequency forecasted during both the demolition and construction stages.

Demolition Phase (first 20 weeks)

- There will be incremental deliveries/collections of Demolition Plant via Low Loaders (typically at the start and completion of the demolition).
- Scaffolding – The entire building will be scaffolded which will be delivered to site in flat bed lorries off-loaded within the existing service yard. This will equate to circa 1-2 lorries per day over the first 2 weeks and incrementally as the building is demolished.
- 32t 8-wheel tipper lorries/RORO skips removing waste: 8-10 No./day.

Construction Phase (Weeks 20 – 133)

- Piling (Weeks 22-28) – The Piling rigs/excavators will be off-loaded and collected via Low-loader via the existing access gates. Through the piling process there will be 8-wheel concrete lorries (circa 10no./per day), 8-wheel tipper lorries taking spoil of site (circa 10no./per day) & re-bar/pile cages deliveries (circa 2-3 per week).
- Sub-Structure/Lower Ground Floor Excavation (Weeks 27 -56) – Excavators will be off-loaded and collected via Low-loader via the new access gates. Circa 15no. tipper lorries per day removing spoil from site. For the foundations there will be Re-bar Deliveries 3no./week (articulated lorries) & Concrete Lorries – circa 6-8 per day. A mobile concrete pump will be used for larger pours and it will be located on the site/existing access road. When access is
- Tower Crane Erection & Dismantle – Initial thought are that this could be erected from within the site boundary over the course of a weekend. This will involve a Mobile Crane and various deliveries of tower crane sections (circa 10no.) The dismantling of the tower crane will require a full/part road closure on Haverstock Hill.
- Superstructure (Ground Floor to Roof) Weeks 54-78) - Shuttering/Formwork materials (will be delivered in Flat Bed Articulated Lorries circa 12no. deliveries overall) Steel Reinforcement - will be delivered in Flat Bed Articulated Lorries circa 2-3no. per week.
  Concrete – 8-wheel lorries (circa 4-5no. lorries per day). On days that floor slabs are cast (circa 15-20 lorries per pour/once per week - concrete will be distributed via a static concrete pump located within the service access road.
- Scaffolding erection (weeks 65-80) – This will be built progressively behind the construction of the concrete frame (circa 3-4 lorries per week.) Scaffold dismantle Weeks 102-110) will be progressive once the façade is complete, loaded onto flat bed/ridged lorries (3-4 lorries per week) via the tower crane.

- Façade Construction (weeks 75-116) – In order to minimize multiple deliveries of individual materials, most of the façade will be manufactured off-site in the form of Pre-Cast Panels that will be delivered on an articulated lorry and lifted into place by the tower crane. (circa 4-5 deliveries/week)
- Internal fit-out (weeks 78-133) – This will involve deliveries of material on ridged and articulated lorries. At this stage in the project the superstructure will be well advanced/almost complete. This could involve 8-10 deliveries per day for materials such as Metal Framing/Plasterboard/plastering materials/ceiling materials/Mechanical & Ventilation Materials/Electrical Materials/ Flooring Materials/Painting & Decoration/Case-goods/Fixtures & fittings etc.

To avoid congesting the main roads of Haverstock Hill and Adelaide Road, all deliveries will be off-loaded in the loading bay area located in the existing access/service road – See Appendix 4. The service road is quire narrow and not wide enough (factoring in scaffolding) to drive in off Adelaide road and exit onto Haverstock Hill in a forward motion. All Vehicles will therefore have to be reversed into this area and then exit in a forward motion back onto Adelaide Road. During both vehicular movements Traffic Marshals will be located at strategic points namely Adelaide Road, footpath next to the building and Eton College Road. They will be responsible of directing traffic and pedestrians until the vehicles have been safely manoeuvred into/exited the loading bay. This area is quite restrictive and will only facilitate off-loading by tower crane. A swept path analysis of all vehicle type's especially large articulated lorries (artic/low-loader), has been carried out and concludes that such vehicles can be safely manoeuvred into the loading bay – See Appendix 8

b. Cumulative effects 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.

We are aware of the Camden Goods Yard development taking place, but this development is far enough away to not have any major impact on construction traffic in the immediate vicinity of this site/Chalk Farm station. This will be reviewed again prior to and as the works progress.

We note the installation of cycle lanes on Haverstock Hill. Our site access will be from Adelaide Road so shouldn't cause any disruption.

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

There are no constrained movement positions along proposed delivery routes outside of the immediate site on Haverstock Hill. See Appendix 8 containing Swept Path Analysis drawings for all vehicle types anticipated to be used on the project.

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 holding areas have been identified and will not be required. No parking bay suspensions are required.

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 project is not expected to require any consolidation centres.

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

All vehicle drivers will be under strict instruction to switch engines off whilst stationary this will be managed by the traffic marshals and site management team.

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.

See attached Appendix 4 – Site Layout

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.

See attached Appendix 4 – Site Layout

Circa 3-4no. Traffic Marshals will be required to manage & navigate all deliveries into the offloading area on the service road, and the general public whilst these manoeuvres are being carried out. The site entrance/exit will be manned at all operational times with a traffic marshal who will manage the access and egress from site for all Vehicle movements. The main logistics control will be managed by a Logistic Manager who will have direct contact with all traffic marshals via two-way radio communications. A comprehensive Traffic Management Plan will be completed in advance of the construction works commencing.

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.

See Appendix 8 containing Vehicle Swept Path Analysis drawings of all vehicle types expected to be used during all stages of the project.

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.

It is envisaged that this will primarily be required during main demolition and bulk excavation stages and to a lesser degree once the ground floor slab is cast.

Vehicles entering site will make use of the existing concrete/bitmac service road. All vehicles will then therefore remain clean whilst on site and require minimal cleaning before being allowed to re-join the public highway.

This service road will be maintained regularly to avoid debris build up and to minimise any potential dust issues in dry period. A jet wash will be on hand at the exit gate to maintain the Roadway, carry out any limited cleaning vehicles may have and to damp down the road surface when required.

Any plant or equipment that has been in contact with the ground will be cleaned prior to being permitted to departure from site. This will be carried out via power hosing vehicular wheels on the existing service road prior to vehicles re-joining the public roads

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.

No loading/unloading is currently planned to be carried out from the main carriageway; however vehicles will be required to cross the carriageway to gain access into the site.

The main access point to the project will be via the existing entrance to the service road off Eton College Road. All vehicles will have to reverse into the site with the aid of a number of traffic marshals. Once on site, vehicles will be directed by Traffic Marshalls to their designated discharge position within the service road.

Traffic Marshalls are to be posted at site entrance/exit and they will be responsible for;

- Temporarily Stop site works close to vehicles manoeuvring.
- Safely stop pedestrians for short periods on the footpath, in both directions, whilst the construction vehicles cross.
- Stop any oncoming traffic to allow site vehicles to safely enter or leave the highway.
- Trained Traffic Marshalls will provide clear instructions and briefings to all concerned at the point of contact.
- As all arrivals will be expected due to the pre booking system in place, the location of storage for the materials being delivered will have been predetermined and as such will ensure the delivery is unloaded efficiently. Once the delivery/collection is complete, the Traffic Marshalls will carry out a visual check of the vehicle and direct the vehicle out of the loading/unloading area to the exit gate and then back onto carriageway.

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.

No materials will be loaded or unloaded outside the site confines.

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.

See attached drawings within Appendix 5

23. Parking bay suspensions and temporary traffic orders

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

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

Information regarding parking suspensions can be found here.

No Parking Bays suspensions are envisaged at this time

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

Site Welfare will be located within the confines of the site, via site cabins located on the existing service road.

It will be necessary to apply for a temporary road closure to allow for a mobile crane operation to facilitate the removal of the Tower Crane towards the end of the project. The Site Management team will make the necessary applications to the Highways Management Team giving the required notice.

This will include specific traffic management proposals for the operation. It is envisaged that this operation will take place over a weekend to avoid excessive traffic inconvenience to the surrounding residents and road users.

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.

The existing entrance/bell mouth into the service road from Eton college Road will be used as the vehicular entrance/exit point. No alterations/removal of street furniture is required to facilitate this. Hoarding will be altered around the existing Royal Mail Post box to ensure that it is fully accessible/remaining in use through the duration of the works.

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.

Not applicable

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.

See Appendix 4 – Site Layout

Scaffolding and Hoarding will be required on both Adelaide Road and Haverstock Hill footpaths. Pedestrian access and safety on Haverstock Hill will be maintained via a covered scaffold walkway.

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.

See Appendix 4 – Site Layout

A Luffing Tower Crane will be installed and all working operations will be limited to the confines of the Site Boundary.

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.

The MEP Consultant at Planning Stage has made contact with the following Utility providers to evaluate, existing capacity/infrastructure for future connections to the new development.

- Electricity – UKPN
- Water – Thames Water
- Sewage Connections – Thames Water
- Comms – BT/Virgin/Vodaphone
- Gas – Cadent

The Project Team will consult directly with the Utility providers and make arrangements for new connections/upgrade works in line with programme requirements.

Environment

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

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

Noisy operations will be on 2 hours on 2 hours off basis. These works will be in line with Camden's guidance between 8:00am – 10:00am, 12:00pm – 2:00pm and 4:00pm to 6:00pm.

Noisy works would be envisaged during the demolition, piling/excavation and he sub & super structure stages of the works. Typical examples of noisy activities may include:

- Demolition – using high reach machines and mechanical breakers.
- Piling Rig
- Excavating Basement and foundations
- Use of percussion tools during shuttering/casting of concrete
- Reversing vehicles/plant

It is not anticipated that internal fit out works once the building envelope is enclosed will cause any noticeable noise disruption to adjacent properties.

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

The existing planning consent was supported with a Noise Survey carried out by Sandy Brown in 2016. A further noisy survey was carried out by Adnitt Acoustics in July 2020 – both reports are accessible in the planning portal.

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

Due to the nature of demolition and construction works, it is inevitable that an increase in noise and vibration will be experienced at various intermittent times during certain elements of work. It is anticipated that there will be noise and vibration level implications for nearby properties but should generally be within expected typical construction levels/tolerances. All required measures in the Air Quality Assessment (Eight Associates) will be adhered to at all times which will be in line with the approved section 60.

At source, noise levels will be no higher than 83db and no more than 65db affecting local residents and businesses within their premises.

Subject to agreement the following noise and vibration limits are proposed for the site:

- Noise levels - 75db trigger limit
- Vibration levels - 10mm/s trigger limit

Pre-start monitoring of ambient noise levels around the site at sensitive receptors will be undertaken to provide a baseline from which the site's noise emissions can be compared.

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.

To reduce the likely impact to local residents, businesses and amenities, specified working hours and an acceptable range of measures will be considered during the detailed design stage of the development. It will be expected that the main contractor will employ the following mitigation measures to reduce the impact from noise generated during the construction:

- Noise levels will be monitored during activities to ensure compliance with target levels and standards and the company policies and procedures for controlling noise & vibration will be communicated to all site staff prior to works commencing. The noise and vibration procedures follow guidance contained within BS/BS5228: 2009-Noise control on Construction and Open Sites
- The top-down method of demolition (preferred method) allows a more localised control over noise mitigation allowing acoustic screening at the point demolition.
- Measures identified in the air quality assessment will be adhered to in line with the approved section 60.
- Plant will be effectively sound attenuated by means of silencers, mufflers, acoustic linings, shields, acoustic sheds or screens.
- Plant will be regularly serviced and maintained.
- Operation of plant will be carried out in such a way that noise is minimized e.g. plant will be throttled down or switched off when not in use.
- The use of best practicable means available to carry out the construction works
- Switching off plant, equipment and vehicles when they are not in use.
- Noise limits will be recorded twice daily during noisy activities through a handheld recording device. Noise levels will be recorded and checked against agreed Camden Borough limits.

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

The Site Management Team will be trained in BS 5228:2009 Code of practice for noise and vibration control on construction and open sites and their knowledge of this training will be exercised on site during all stages of the project works.

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

To reduce the potential for dust generation the following mitigation measures will be employed as best practice:

Demolition Phase

- Damping down the site with a fine water spray to prevent the dust particles becoming airborne. It is envisaged that a maximum of 3 dust cannons will be utilised on site.
- The top-down method allows water suppression at the point of demolition. This will be controlled using hoses from proximity of the breaking.
- Water pressure will be maintained by installing a pump on the water feed.
- Vehicles removing debris from the site will be sheeted with dust sheets.
- Each excavator will have an adjacent water cannon in attendance during demolition activities.
- The preferred method of demolition allows for the continuous removal of material to minimise any stockpiling. Where stockpiling is required, the material will be constructed with gentle slopes, dampening down and sheeted with heavy gauge polythene.
- Haulage vehicles will use designated haul routes which will be dampened down regularly especially in period of dry weather.
- **There will be no material crushing on site.**

Construction Phase

Ground Works - Dry and windy conditions increase the likelihood of dust and emissions being produced and dispersed, so extra site monitoring will take place during these times. When planning the construction works, the Site Management Team will;

- Locate machinery and dust generating activities away from receptors; Create a physical distance and/or barrier between dust/emission generating activities and receptors.
- Install solid screens or barriers around dust generating activities (at least as high as any stockpiles onsite).
- Cover or seed stockpiles to prevent wind whipping; and
- Remove loose materials as soon as possible/when generated.
- Install water hose points around the perimeter of the site to enable dampening down of the entire site.
- During sustained dry periods, over weekends, irrigation hose systems will be used to ensure the ground is kept damp whilst there are no operatives on site.

Cutting, Grinding and Sawing - Where possible, cutting, grinding and sawing will not be conducted on-site and prefabricated material and modules will be brought in. In cases where such work must take place, spraying water over the material as it is being cut will greatly reduce the amount of dust generated.

Chutes, Conveyors and Skips - Skips, chutes and conveyors will be completely covered and enclosed to ensure dust does not escape. Drop heights will be minimised to control the fall of materials.

Cement, sand, fine aggregates - Cement, sand, fine aggregates and other fine powders will be sealed after use and stored in enclosed or bunded containers or silos. Some materials will be kept damp to reduce the risk of drying out.

Haul routes- We will ensure that hard surfaces or paving are used for all haul routes. Haul routes and local access roads will be kept free of dust and swept regularly. This will be water-assisted to increase damping down and care will be taken to not to contaminate sewers or local waterways in doing so.

Wheel Washing - Vehicles, in particular wheels, will be washed clean before leaving the site to avoid any road contamination.

Covering Vehicles - All vehicles carrying dusty materials will be securely covered before leaving the site to prevent any debris spilling on the road and dust being swept away by the wind.

These mitigation measures will ensure that dust generation is minimized and therefore associated hazard and nuisance caused to pedestrians and vehicles will be reduced/removed.

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.

Vehicles leaving the construction site will be cleaned on site with a jet-washer when required, before joining the highway. This will eliminate the spreading of mud and dust onto the surrounding roads and ensuring that soiled water is contained on site/not discharged into the drainage system.

Highway cleaning operations will be undertaken in line with the Considerate Contractor Scheme where the existing roadways will be kept clean of any debris/spoil emanating from the site, including washing by road sweeper when required.

The Site Management Team will implement regular inspections of the surrounding roadways to ensure that they are maintained in good conditions. A suitable road cleaning contractor will be employed as and when required.

All ground or surface water run-off will be strictly controlled in line with environmental legislation and best practice to prevent pollution of drains and watercourses and licenses put in place prior to any works commencing. All fuel will be stored in bunded tanks, at least 10m from any drain or gully. Emergency spill kits will also be available on site. All concrete wash-out will be controlled to prevent contamination.

Demolition works will be enclosed in monarflex sheeting, attached to independent scaffolding to prevent dust migration from the site boundaries. Demolition waste will be removed as in-line with demolition to prevent stockpiles of debris on site and a source for dust migration.

External road sweeper will periodically clean the adjacent streets as required to keep the roads clean.

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

Three Dust monitors have been in place since Oct 2020.

Noise and Vibration Monitors will be located at key locations/receptors around the perimeter of the site. In advance of the main demolition works commencing. This will be kept in place during the construction works.

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**.

An Air Quality Assessment has been completed by WSP and an addendum statement has been prepared by Eight Associates.

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.

The dust mitigation measures checklist as prepared by the GLA will be reviewed and adhered to be the Demolition and Main Contractor during the risk assessment process to ensure compliance, prior to any works commencing on site

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.

The dust impact level for the site is considered to be 'medium impact' due to its size. Three real time dust monitors have been in place since October 2020.

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).

A specialist pest control company who will perform an initial site survey and then lay bate boxes as required, which will be monitored and maintained throughout the duration of the project.

The site team will manage and maintain high standards of site cleanliness, particularly within the site welfare cabins throughout construction and all site operatives will receive a briefing to this effect.

Monthly environmental inspections will also be carried out on site within which signs of the existence of rodents will be established.

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

An Asbestos survey has been carried out to the external garage and no asbestos was identified.

A full Demolition & Refurbishment Asbestos Survey of the remaining building will be completed in advance of any works being carried out.

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.

The Site Management Team will be responsible for ensuring proper conduct of all site operatives working on the project. Appropriate conduct of site operatives will be a key part of the site induction which all operatives and visitors to site will receive once starting on site.

The Site Management Team will enforce a strict policy of no smoking outside the site boundary and provide a smoking area to operatives within the site in a location which is not in clear sight of adjacent properties.

The use of bad language and conduct of the workforce when outside the site will also be covered by the site induction and all operatives will be required to remove protective clothing when outside of site (at lunch and home time)

The Site Management Team will hold daily co-ordination meetings with all site supervisors where issues of poor conduct can be dealt with and messages reinforced.

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 - (26/04/2021 - 12/2023)

b) Is the development within the CAZ? - (No)

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

The Site Management Team will ensure that all relevant machinery will be registered on the NRMM Register. This will be stipulated as a requirement during subcontract procurement.

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:

As part of the mandatory obligations the Site Management Team will ensure that All machinery will be inspected weekly, regularly serviced and maintained on site.

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:

The Site Management Team will ensure that all relevant mobile plant is logged with records on site that will include the required information to be compliant. All sub-contractor orders will include this requirement.

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: Dave Foley / Paddy Connolly

Date: 23rd April 2021

Print Name: Dave Foley / Paddy Connolly

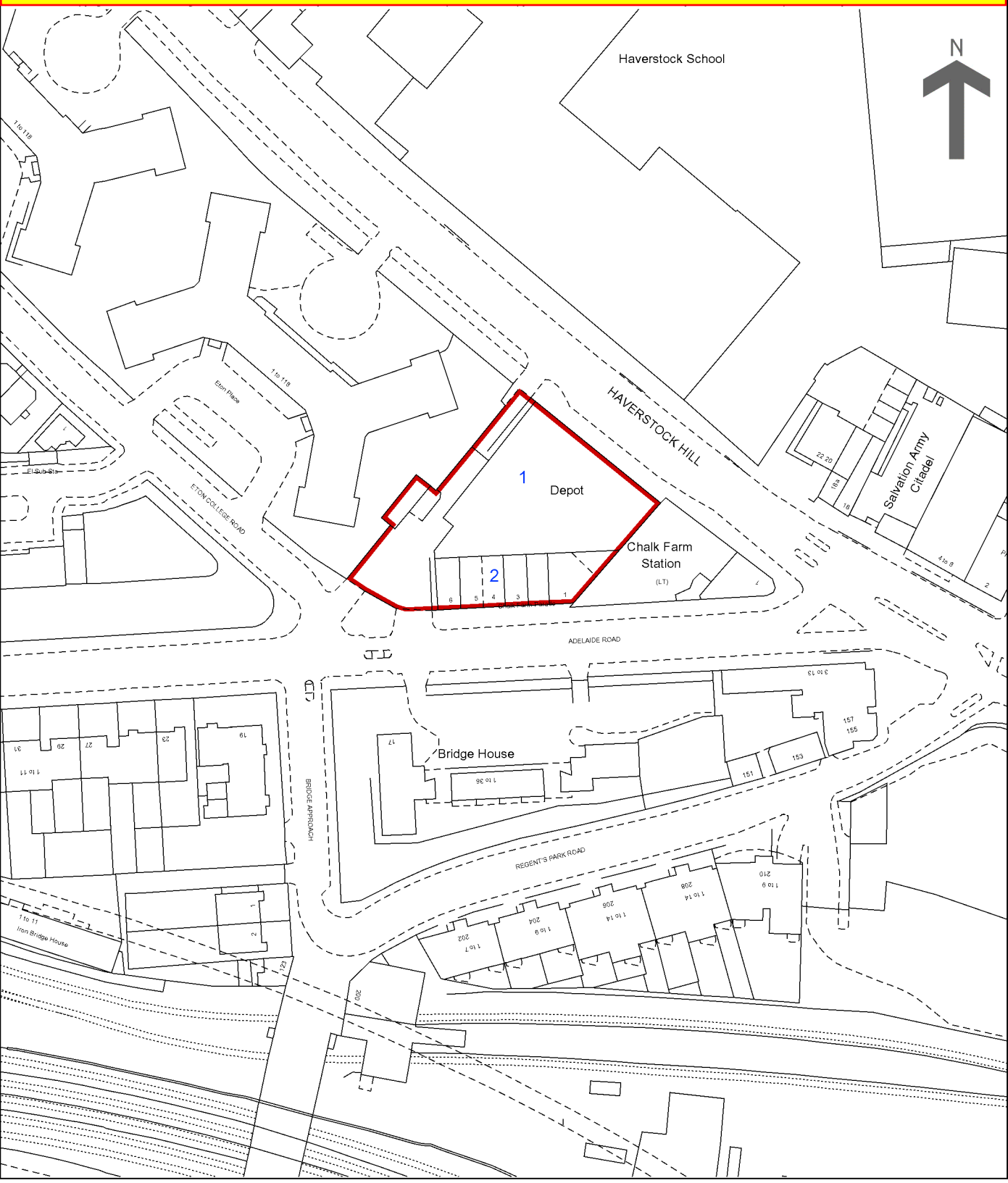
Position: Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5

Appendix 1 - Site Location Plan



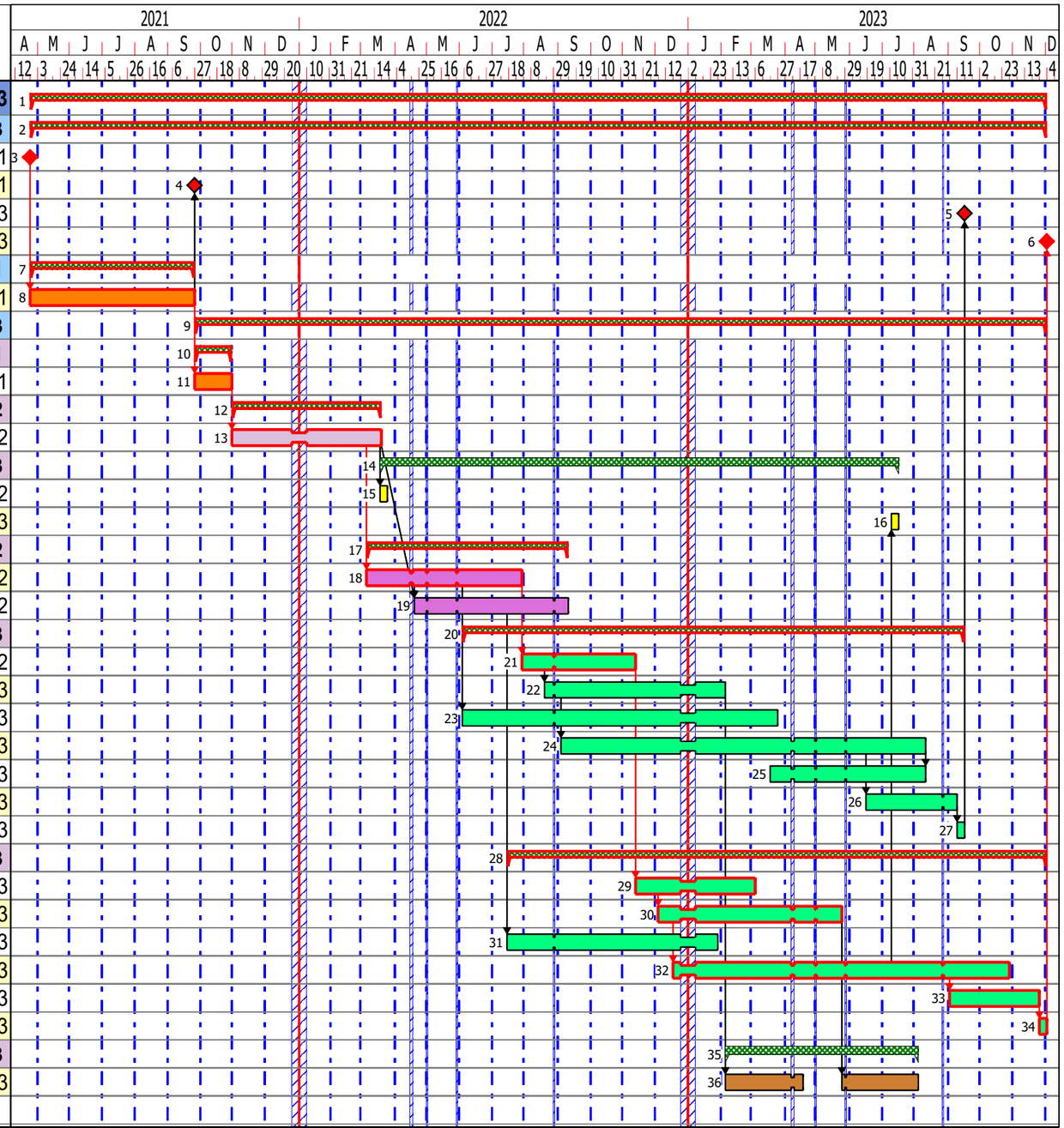
This is a print of the view of the title plan obtained from HM Land Registry showing the state of the title plan on 21 January 2019 at 11:48:46. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.

This title is dealt with by HM Land Registry, Croydon Office.

Appendix 2 - Haverstock Hill Apartments - Draft Demolition & Construction Summary Programme

McAleer & Rushe

Line	Name	Start	Duration	Finish
1	**Haverstock Hill Apartments**	**26/04/2021**	**130w**	**04/12/2023**
2	**Milestones**	**26/04/2021**	**130w**	**04/12/2023**
3	Planned Start - Demolition Works	26/04/2021 *		26/04/2021
4	Planned Start - Main Works	27/09/2021		27/09/2021
5	Planned Completion - Hotel	18/09/2023		18/09/2023
6	Planned Completion - Apartment	04/12/2023		04/12/2023
7	**Demolition Works**	**26/04/2021**	**22w**	**24/09/2021**
8	Demolition Works	26/04/2021	22w	24/09/2021
9	**Construction Works**	**27/09/2021**	**114w**	**01/12/2023**
10	**Grub Up Site**	**27/09/2021**	**5w**	**29/10/2021**
11	Grub Up Site for Sub Structure	27/09/2021	5w	29/10/2021
12	**Sub Structure**	**01/11/2021**	**18w**	**18/03/2022**
13	Piling Works, Foundations and GF Slab	01/11/2021	18w	18/03/2022
14	**Tower Cranes**	**18/03/2022**	**65w 3d**	**17/07/2023**
15	Erect TC 1	18/03/2022	1w	24/03/2022
16	Remvoe TC 1	11/07/2023	1w	17/07/2023
17	**Super Structure**	**07/03/2022**	**26w**	**09/09/2022**
18	Super Structure - Apartments Section A	07/03/2022	20w	28/07/2022
19	Super Structure - Apartments Section B	20/04/2022	20w	09/09/2022
20	**Apartment Works - Section A**	**03/06/2022**	**64w**	**15/09/2023**
21	External Façade - Pre Cast Installation	29/07/2022	15w	11/11/2022
22	External Façade - Window and Finishes	19/08/2022	22w	03/02/2023
23	Internal Fit Out - GF Plant Area Works and 1st Fix Services	03/06/2022	40w	24/03/2023
24	Internal Fit Out - Apartments (Level 1 to Level 6)	05/09/2022	46w	10/08/2023
25	Internal Fit Out - Ground Floor Entrance Area, Retail Areas etc	20/03/2023	20w	10/08/2023
26	Testing and Commissioning	16/06/2023	12w	08/09/2023
27	Handover	11/09/2023	1w	15/09/2023
28	**Apartment Works - Section B**	**15/07/2022**	**69w**	**01/12/2023**
29	External Façade - Pre Cast Installation	14/11/2022	14w	03/03/2023
30	External Façade - Window and Finishes	05/12/2022	22w	24/05/2023
31	Internal Fit Out - 1st Fix Services	15/07/2022	26w	27/01/2023
32	Internal Fit Out - Apartments (Level 0 to Level 6)	19/12/2022	42w	27/10/2023
33	Testing and Commissioning	04/09/2023	12w	24/11/2023
34	Handover	27/11/2023	1w	01/12/2023
35	**External Works**	**06/02/2023**	**25w**	**03/08/2023**
36	External Works	06/02/2023	20w	03/08/2023



McAleer and Rushe

Milestones | Demo Works | Sub Structure | Site Set Up | Super Structure | Apartment Works | External Works

Milestone Appearances

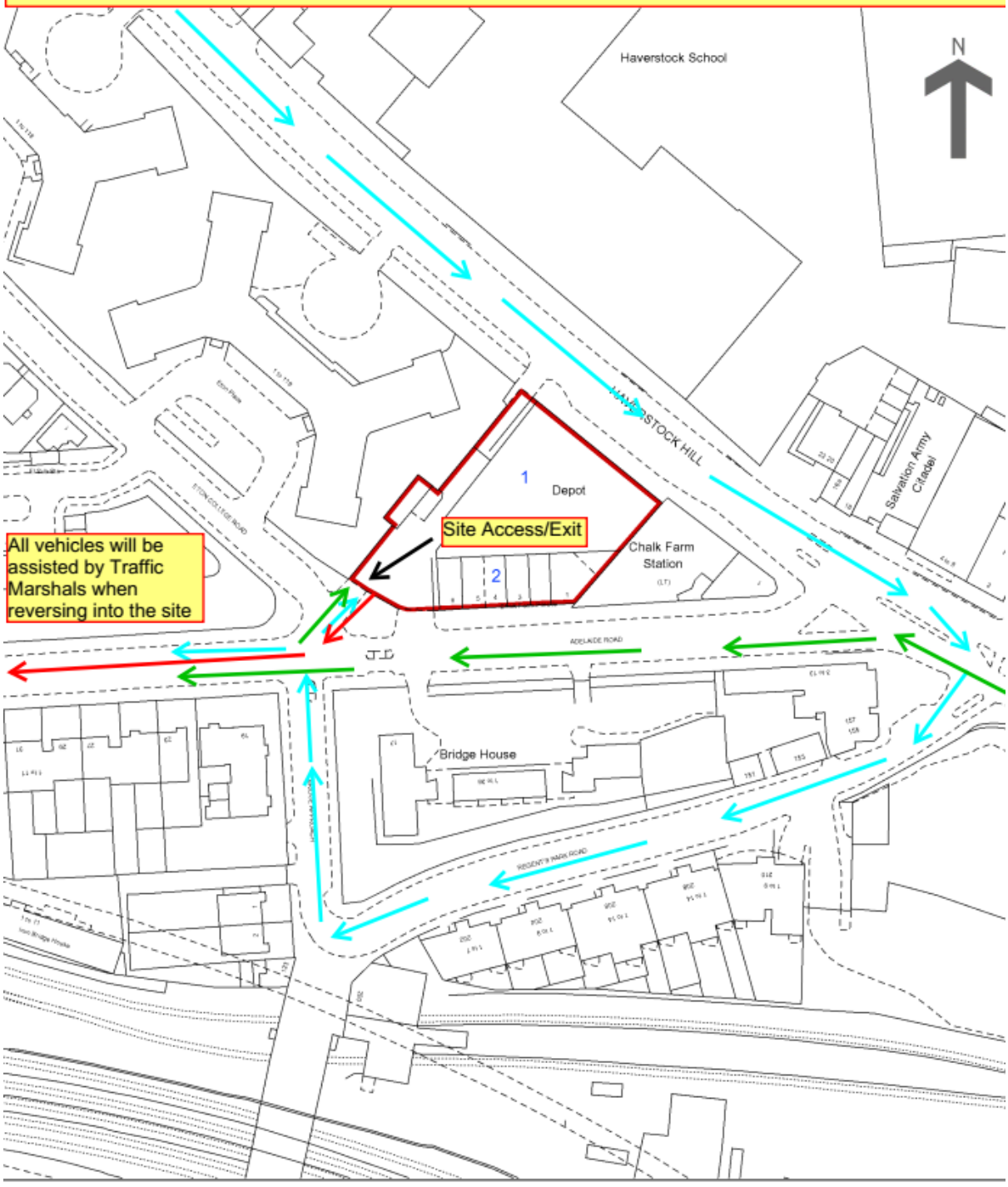
Diamond

>

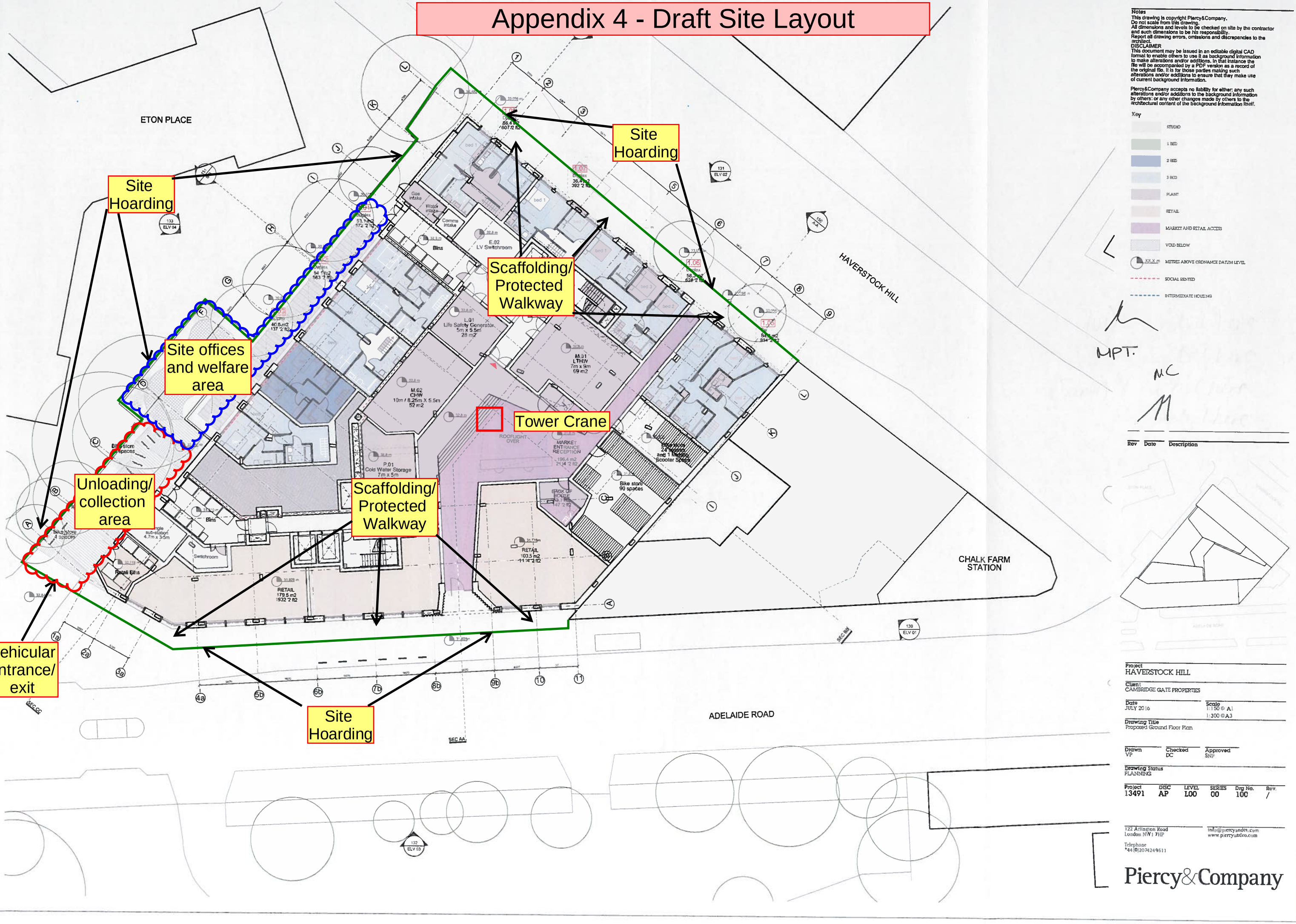
Planned by Asta Powerproject

Appendix 3

Route Map for all Vehicular Deliveries & Collections



Appendix 4 - Draft Site Layout



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- STUDIO
- 1 BED
- 2 BED
- 3 BED
- PLANT
- RETAIL
- MARKET AND RETAIL ACCESS
- VOID BELOW
- XX.X m METRES ABOVE ORDNANCE DATUM LEVEL
- SOCIAL RENTED
- INTERMEDIATE HOUSING

MPT.
MC

Rev	Date	Description

Project
HAVERSTOCK HILL

Client
CAMBRIDGE GATE PROPERTIES

Date
JULY 2016

Scale
1:150 @ A1
1:300 @ A3

Drawing Title
Proposed Ground Floor Plan

Drawn: VP | Checked: DC | Approved: SNP

Drawing Status
PLANNING

Project	DISC	LEVEL	SERIES	Drg No.	Rev.
13491	AP	L00	00	100	/

122 Arlington Road
London NW1 7HP
Telephone
+44(0)2074249611
info@piercyandco.com
www.piercyandco.com
Piercy&Company

Appendix 4 - Hoarding Layout

ETON PLACE

HAVERSTOCK HILL

ADELAIDE ROAD

CHALK FARM STATION

Hoarding along existing boundary walls

Hoarding along existing boundary walls

Access point to Bus Shelter

Due to existing trees obstructing the remaining footpath width outside of the hoarding line the general public (prams/wheelchairs) will be routed through a protected walkway (1350mm wide) formed underneath Scaffolding.

Vehicular Access Gates to loading bay.

Access maintained to Royal Mail Post Box

Existing drop kerbs maintained

Site Hoarding Line, leaving circa 2.3m of existing footpath for general public use

PLAY SPACE

E.02 LV Switchroom

L.01 Life Safety Generator 5m x 5.5m 28 m2

M.01 LTHW 7m x 9m 69 m2

M.02 CHW 10m / 8.25m X 5.5m 52 m2

P.01 Cold Water Storage 7m x 5m 38 m2

ROOFLIGHT OVER

MARKET ENTRANCE RECEPTION

BACK OF HOUSE

RETAIL

Bike store 24 spaces and 1 Mobility Scooter Space

Bike store 90 spaces

Bike store 16 spaces

Bike store 12 spaces

Single sub-station 4.7m x 3.5m

Switchroom

Bins

Gas intake

Water intake

Comms intake

Retail Bins

1.08 Duplex

1.07 Duplex

1.06 Duplex

1.05 Duplex

1.04 Duplex

1.03 Duplex

1.02 Duplex

1.01 Duplex

131 ELV 02

133 ELV 04

130 ELV 01

132 ELV 03

SEC BB

SEC CC

SEC AA

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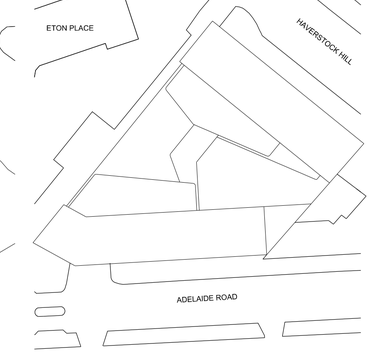
- SOCIAL RENTED
- INTERMEDIATE HOUSING

Rev	Date	Description



Project
HAVERSTOCK HILL

Client
CAMBRIDGE GATE PROPERTIES

Date
MAY 2016

Scale
1:150 @ A1
1:300 @A3

Drawing Title
Proposed Ground Floor Plan

Drawn
VP

Checked
DC

Approved
SNP

Drawing Status
PLANNING

Project	DISC	LEVEL	SERIES	Drg No.	Rev.
13491	AP	LOD	00	100	/

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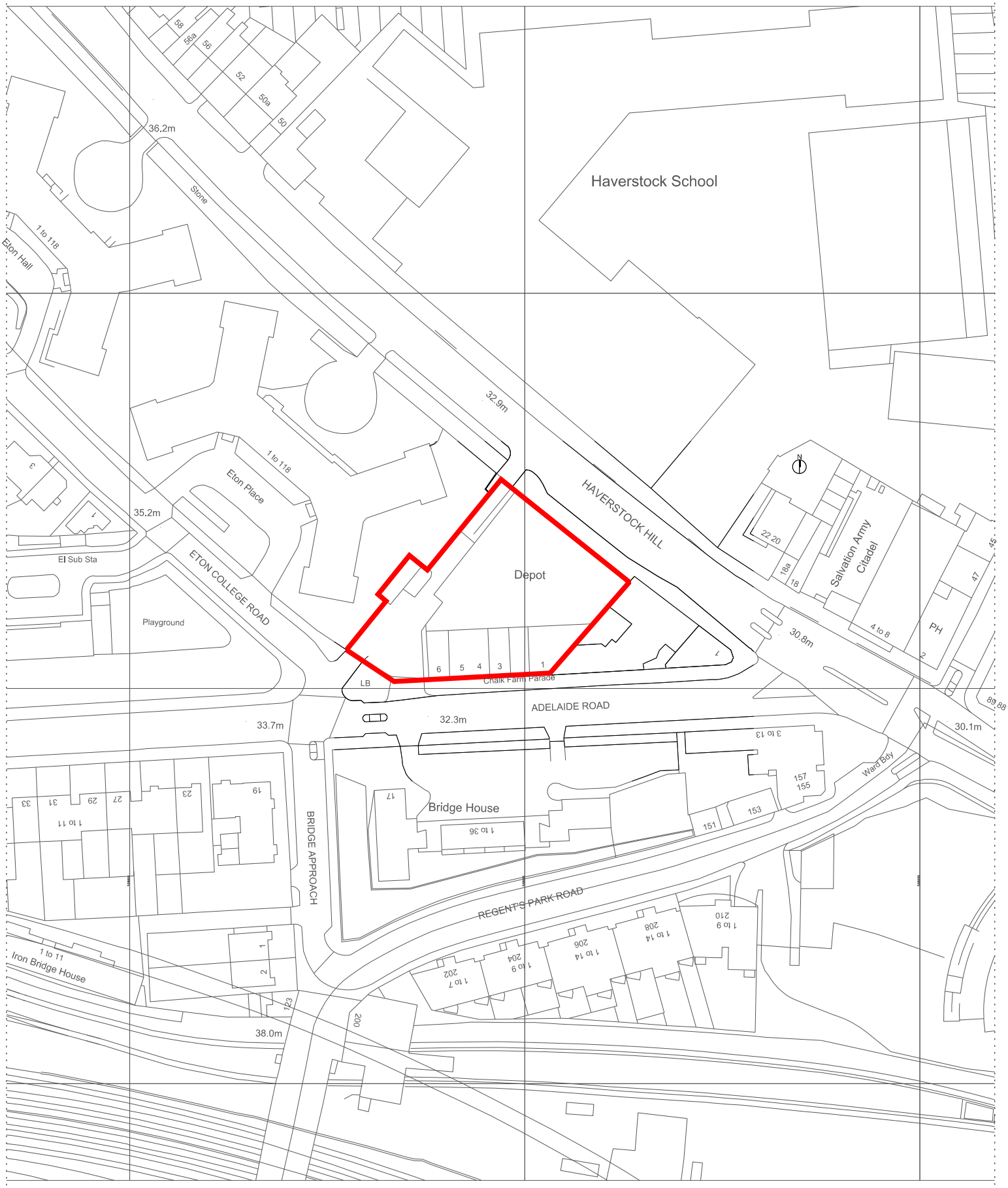
Appendix 5
Existing Street Furniture, Trees, Footpaths and Services



Tree Constraints Plan showing existing layout against BS5837:2012 tree categories & Root Protection Areas

BS5837 Categories

Canopy and stem colour denotes BS5837 category. Pink denotes Root Protection Area.

- -Category A (Green)
- -Category B (Blue)
- -Category C (Green)
- -Category U (Dark Red)

Category A

Trees of high quality with an estimated remaining life expectancy of at least 40 years.

Category B

Trees of moderate quality with an estimated remaining expectancy of at least 20 years.

Category C

Trees of low quality with an estimated remaining life expectancy of at least 10 years, or a stem diameter below 150mm.

Category U

Trees in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years.

Main site buildings (existing).

RPA Incursion

Where building foundation lines or subterranean barriers to root spread are known, the RPA can be modified to take account of these incursion.

Only modified RPA's that relate to the main building structure are shown as the depths of the adjacent retaining walls and existing other buildings are unknown. The extent of root spread onto the site in these locations would need to be determined through exploratory digs as described within the main report.

No.	Revision/Issue	Date
1	551531rSept20_TCPex_DV1.dwg	03/09/20

Greengage

9 Holyrood Street
SE1 2EL
Tel: 0203 544 4000

Project Name and Address

5-17 Haverstock Hill
LB Camden

Project Haverstock Hill	**Sheet** 1 of 1
Date 03/09/2020	
Scale 1:200 at A2	

Appendix 6 - CMP Consultation Letter

O'KEEFE

2nd February 2021

Re: 5-17 Haverstock Hill, London, NW3 2BP

Construction Management Plan Consultation

Dear Resident,

Following our earlier letter dated 11th January 2021, we are writing to advise of a correction to the planning application reference. Correct details can now be found within this revised letter.

We are writing to let you know that the construction phase of the 5-17 Haverstock Hill redevelopment is proposed to start in February / March 2021. This letter is to inform you that a small piece of work will be undertaken, namely the demolition of the single garage to the northern boundary.

The redevelopment will deliver the demolition of existing building and erection of a part-six, part-seven storey development comprising 77 residential units (8 x studio, 18 x 1-Bed, 32 x 2-Bed and 19 x 3-Bed units) (Use Class C3) and retail (Use Class A1-A5) use at ground floor with associated cycle parking, amenity space, refuse and recycling store and associated works.

The Construction Management Plan (CMP) is a series of documents prepared by the contractor, that sets out what arrangements will be put in place, in and around the site, to enable this scheme to be built. These arrangements include details such as temporary closures of certain access ways, parking suspensions, and noise and dust mitigation measures.

The documents may be updated throughout the life of the contract to incorporate any comments or changes as required.

To view or download a copy of the CMP please visit: https://planningrecords.camden.gov.uk/ and use planning application reference number 2016/3975/P

Frequently Asked Questions:

What are the working hours on site?
The working hours are Monday to Friday 8am to 6pm and 8am to 1pm on Saturdays. No working on Sundays or public holidays. Any work on Saturday will only involve quiet activities.

How long will this work take?
The initial implementation works will take 1 week.

Which Roads do they intend to use to access the site?
Haverstock Hill will be used to access the site.

What types of hoarding do they intend to use around the site?
Weld mesh fencing will be used on part of the site to allow light and clear views of the building being demolished.

How do they intend to minimise the dust and noise levels on the site?
Appropriate water suppression measures will be used to spray down dust caused by certain site activities. Dust levels will be monitored and if agreed dust levels are exceeded, works will cease and the incident will be investigated. Best practice will be used at all times to help prevent excessive noise levels, especially when loading materials into bins / lorries. Noise monitoring equipment will be placed on site and the site manager will be alerted to any noise that exceeds levels agreed, at which point works will cease and an investigation carried out.
Noise, dust and vibration monitoring are set out in accordance with Council guidelines. Details on this can be found in the Haverstock Hill CMP.

2nd February 2021

Re: 5-17 Haverstock Hill, London, NW3 2BP

Construction Management Plan Consultation

How will they ensure vehicle safety?
Vehicles entering and leaving the site will be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls will ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing. All vehicles and drivers will be CLOCS (Construction Logistics and Community Safety) and FORS (Fleet Operator Recognition Scheme) registered and compliant. All drivers will have undertaken the Safe Urban Driver training required by the FORS silver licence.

Who will carry out this work?
O'Keefe Demolition are the main contractor appointed by the client.

We apologise for any inconvenience caused whilst our works are being carried out. Regular updates will be posted on the noticeboard on our hoarding. Newsletters and bulletins informing of particular activities will be delivered to homes of residents affected.

If you have any comments, questions or concerns about the Construction Management Plan in relation to the demolition of the garage, please do not hesitate to contact myself or Dave by 5pm on 16th February 2021:

- Contracts Manager at O'Keefe Demolition, Dave Foley on (020) 8858 9124 or email: dave.foley@okeefe.co.uk;

- Business Development Manager at O'Keefe Demolition, Michael Louth on (020) 8858 9124 or email: michael.louth@okeefe.co.uk

Yours sincerely

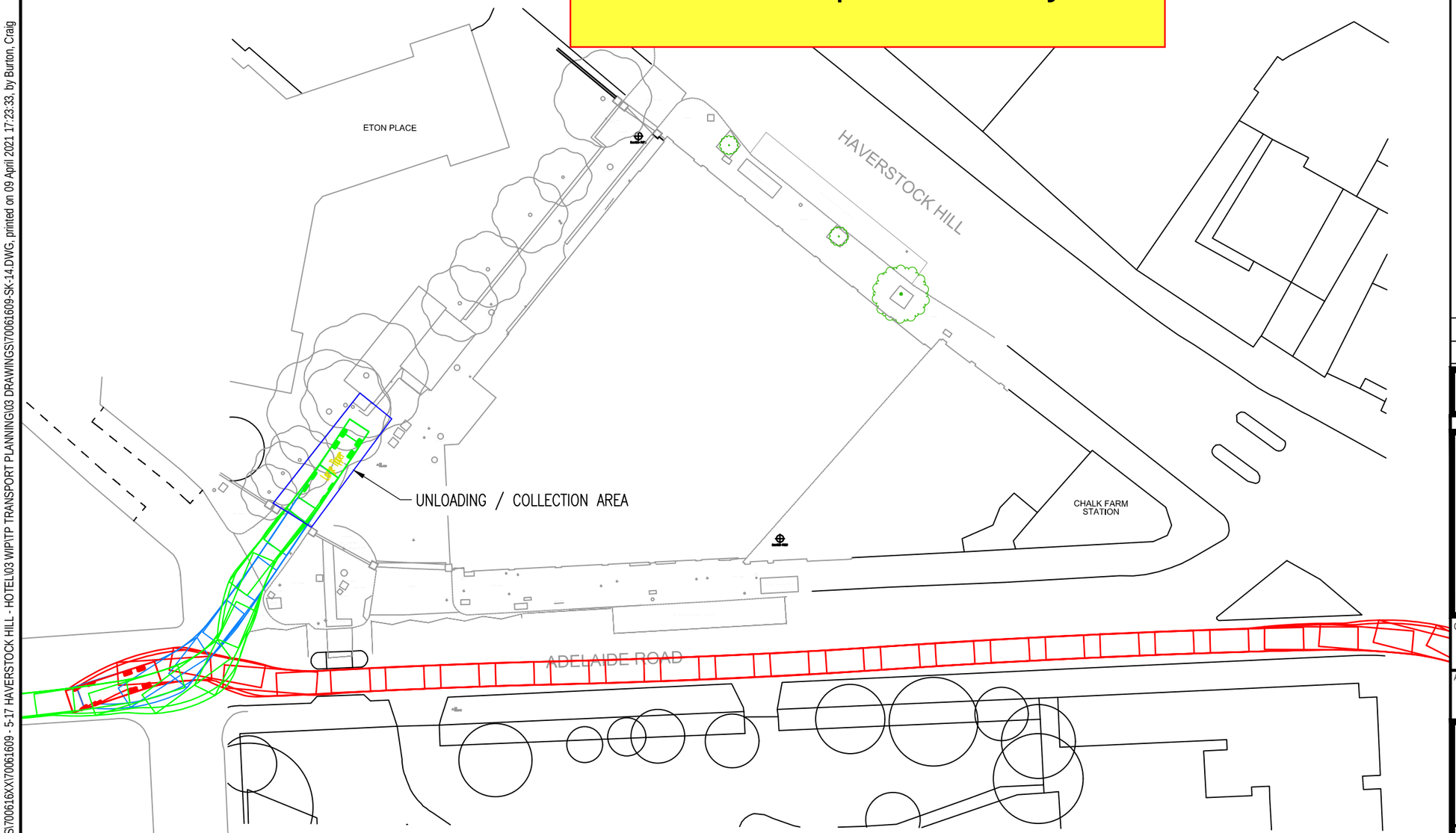
Michael Louth

Appendix 7 - CMP Consultation Letter Responses

Comments received during the CMP consultation period

Name	Date	Comments
Mark Kelleher	11/01/2021	I have received a note through my door about demolition work on above site from 8am-6pm Monday to Friday. Many residents in the Etons now work at home and so this noise is totally unacceptable. I formally request that you delay the work until the lock downs are over and residents can escape your noise. Can you also give me the name and email of your CEO and Chairman as I will be writing to them too.
Cllr Alison Kelly	11/01/2021	excellent that things are starting to move forward. The site has been derelict for sooo many years. Request for local councillors to be included in the CWG & the school and residents from local blocks.

Appendix 8
Vehicle Swept Path Analysis



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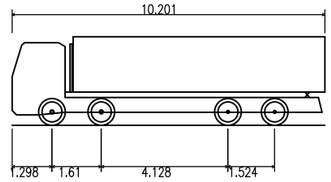

Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	09/04/2021	CRJB	FIRST ISSUE	BS	JJ

DRAWING STATUS: S0 - WORK IN PROGRESS

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CLIENT: OD CAMDEN HOTEL LTD

ARCHITECT: SHEPPARD ROBSON

PROJECT: 5-17 HAVERSTOCK HILL

TITLE: DEMOLITION ACCESS
32T TIPPER LORRY SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:	APPROVED:
1:500	BS	JJ

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70061609		CRJB	April 21

DRAWING No:	REV:
70061609-SK-14	P01

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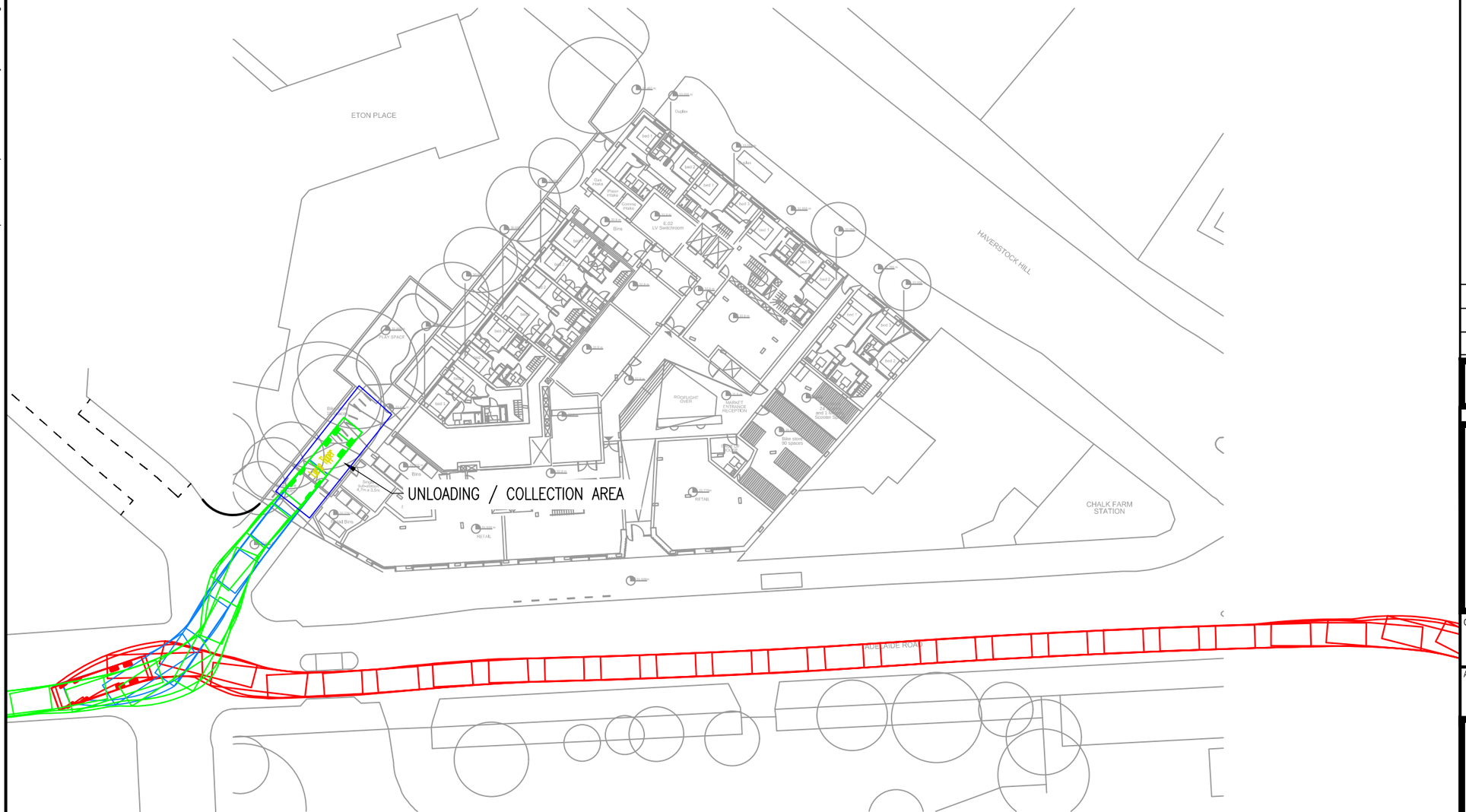

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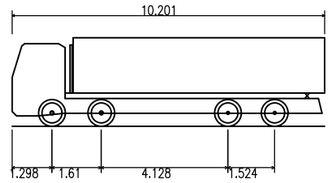

Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	15/04/2021	CRJB	UPDATED ARCHITECTS LAYOUT	BS	JJ
P01	09/04/2021	CRJB	FIRST ISSUE	BS	JJ

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ARCHITECT:
SHEPPARD ROBSON

PROJECT:
5-17 HAVERSTOCK HILL

TITLE:
CONSTRUCTION ACCESS
8-WHEEL TIPPER LORRY SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:	APPROVED:
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REV: P02

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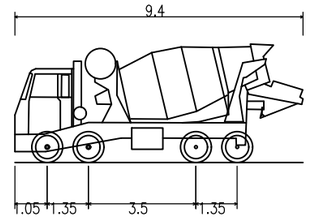

4 Axle Concrete Mixer	
Overall Length	9.400m
Overall Width	2.500m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	9.000m

REV	DATE	BY	DESCRIPTION	CHK	APP
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P01	09/04/2021	CRJB	FIRST ISSUE	BS	JJ

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ARCHITECT:
SHEPPARD ROBSON

PROJECT:
5-17 HAVERSTOCK HILL

TITLE:
CONSTRUCTION ACCESS
8-WHEEL CONCRETE LORRY SWEPT PATH ANALYSIS

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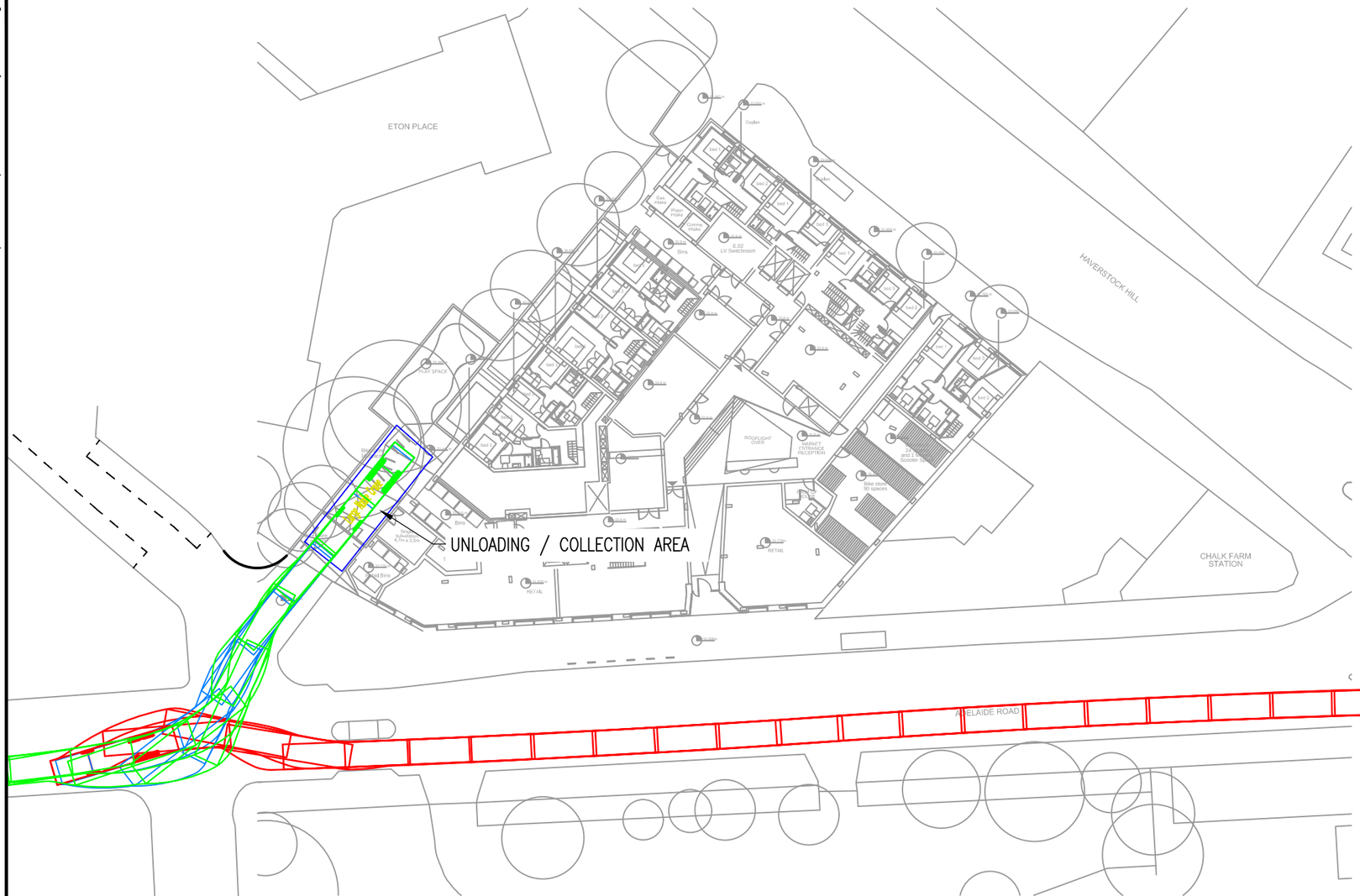

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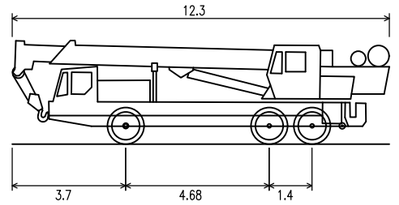

Large Mobile Crane	
Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Min Body Ground Clearance	0.590m
Track Width	2.430m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	10.000m

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	15/04/2021	CRJB	UPDATED ARCHITECTS LAYOUT	BS	JJ
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PROJECT:
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TITLE:
CONSTRUCTION ACCESS
MOBILE CRANE SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:	APPROVED:
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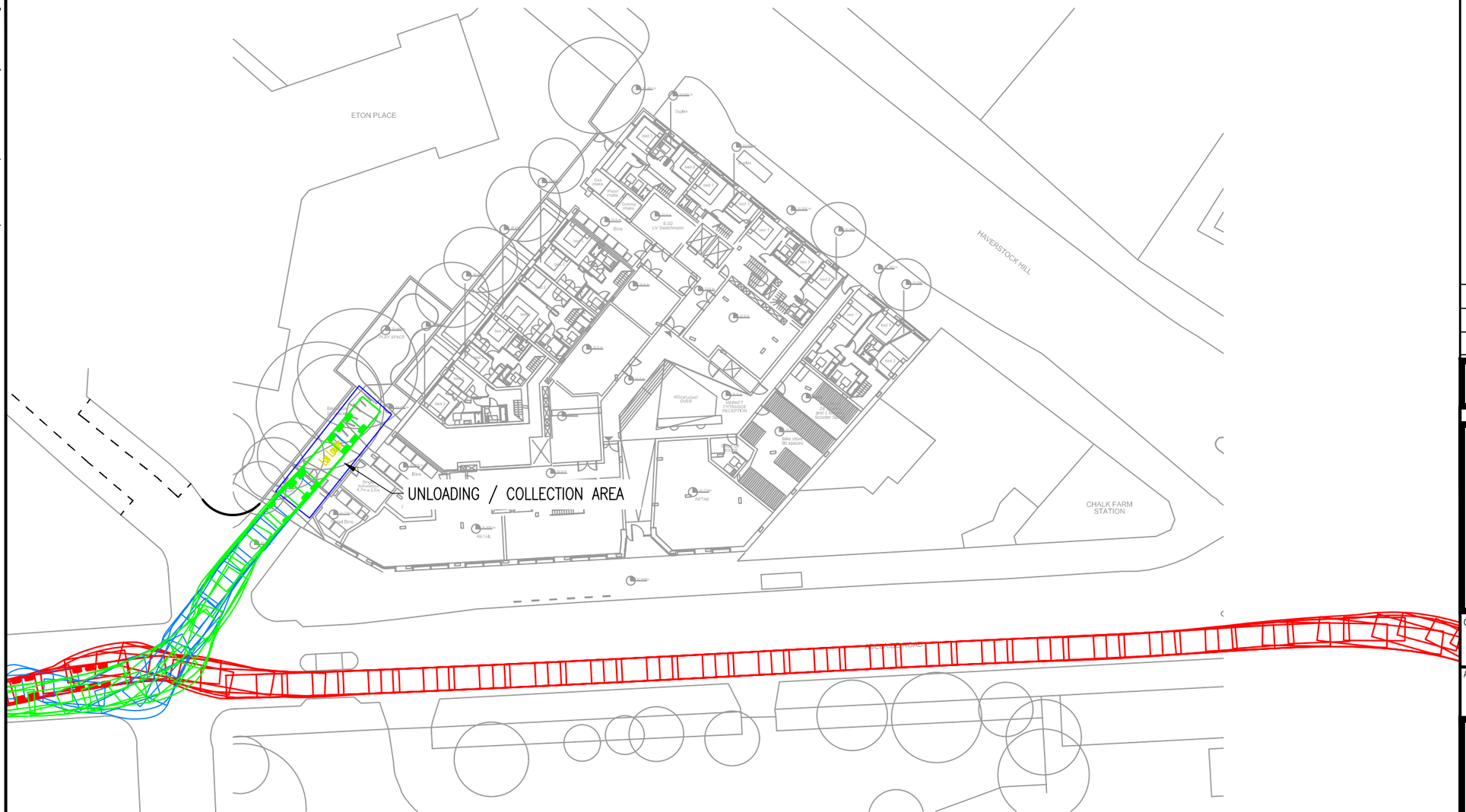

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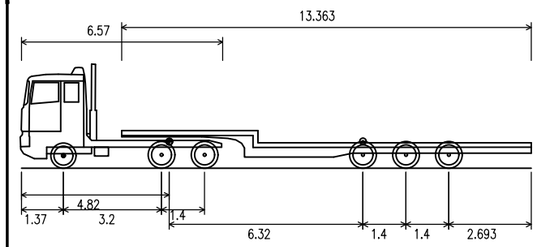

Low Loader	
Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Min Body Ground Clearance	0.320m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6.790m

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	15/04/2021	CRJB	UPDATED ARCHITECTS LAYOUT	BS	JJ
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PROJECT:
5-17 HAVERSTOCK HILL

TITLE:
CONSTRUCTION ACCESS
LOW LOADER SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:	APPROVED:
1:500	BS	JJ

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