# **Construction/ Demolition Management Plan**

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## **Revisions & additional material**

Please list all iterations here:

Date	Version	Produced by
5 <sup>th</sup> September	01	Rudgard Holdings Ltd
2020		
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30<sup>th</sup> November 2020 revb

## 7<sup>th</sup> May 2021 Rev d

### 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 <u>Construction Logistics and</u> <u>Community Safety</u> (**CLOCS**) Standard and the <u>Guide for Contractors Working in Camden</u>.

Camden charges a <u>fee</u> 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 "<u>Demolition Notice.</u>"

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



## Timeframe

#### **COUNCIL ACTIONS**

**DEVELOPER ACTIONS** 



## Contact

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

Address: 19 Holly Walk LONDON NW3 6RA

Planning reference number to which the CMP applies: 2018/2440/P

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

Name: Charlie Rudgard	
Address: 108 King Henrys Road LONDON NW3 3SL	
Email:	Charles@rudgard.com
Phone:	07966 278295

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: Charlie Rudgard		
Address: 108 King Henrys Road LONDON NW3 3SL		
Email:	Charles@rudgard.com	
Phone:	07966 278295	

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:	Charlie Rudgard
Address:	108 King Henrys Road LONDON NW3 3SL
Email:	Charles@rudgard.com
Phone:	07966 278295

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:	Charlie Rudgard
Address:	108 King Henrys Road LONDON NW3 3SL
Email:	Charles@rudgard.com
Phone:	07966 278295

## Site

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

The site lies between numbers 18 and 20 Holly Walk and is currently a set of Garages on the north side. The site plans and approved drawings are attached to this document. It is directly opposite the north western corner of the St John's Church cemetery. Its access will be from Holly Walk. See appendix a; this file contains the existing and proposed plans that have been approved by Camden.

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 demolition of the garages and the erection of a single family house on the site. The loss of Garages is countered by the provision of car stackers in the existing courtyard between the north and south garages. There is a Basement floor with a lightwell and a Ground floor giving space for a three bedroomed family house. All access to the site will be from the south up Holly Walk using smaller vehicles.

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).

See programme attached- appendix b.

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 construction works will take place within Camden's standard working hours.

Only in exceptional circumstances will works at the beginning of the project be carried out on Saturdays and with prior warning to residents.

The noisiest part of the works will be at the beginning of the job with the 2/3 week demolition of the Garages.

Particularily noisy work will not start till 8.30 and finish by 4.30pm.

The structure and building envelope works which will take about 9 months should not have any particularily noisy work such as breaking up of concrete, unless underground obstructions are discovered.

RHL will keep all residents informed of any noisy operations via a Whats App group or similar communication.

No electrical generators will be used on site unless there are power cuts.

## **Community Liaison**

A neighbourhood consultation process must have been undertaken <u>prior to submission of</u> <u>the CMP first draft</u>.

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 <u>specifically relating to construction impacts</u> 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.).

Number 18 Holly Walk. Number 20 Holly Walk 16 Frognall Gardens Number 1 Prospect Place. Number 1 Benham Place

## 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 Construction Working Group (CWG) has been established for the duration of the project development and construction. The first meeting was held on 16<sup>th</sup> September 2020. Minutes were circulated to all neighbours. The second meeting was held on 6<sup>th</sup> October 2020. Minutes were circulated to all neighbours.

The Construction works are being made ready for site set up starting on 26th October 2020; this will be the initial demolition of the Garages and installation of site accommodation and safety hoardings. The main excavation work would follow on in November if everything is in order.

All CWG's will be chaired by the Project Managers.

## **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.

The Section 106 Agreement between Camden and the property owners stipulates that a Construction Management Plan is drawn up for the project development and construction.

A maximum number of 5 people made up of residents, ward councillors, adjoining occupiers and resident associations participate in the CWG.

On this project the members will be;

One of the local ward councillors.

Four nearby neighbours.

On the project team side the attendees will made up from; The project managers ,the Client, the engineers, the ground workers and the site agent depending on which stage the job is at.

Meetings;

A Construction Working Group (CWG) has been established for the duration of the project development and construction. The first meeting was held on 16<sup>th</sup> September 2020. Minutes were circulated to all neighbours. The second meeting was held on 6<sup>th</sup> October 2020. Minutes were circulated to all neighbours.

### 13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires <u>enhanced CCS registration</u> 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 <u>Guide for Contractors Working in Camden</u>. Please confirm that you have read and understood this, and that you agree to abide by it.

The project will be registered with the Considerate Constructors Scheme and works will be carried out in conjunction with the "Guide for Contractors Working in Camden" and "Camden's Considerate Contractors Manual.' CCS Registration order ID

SRO18278

#### 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.

No neighbouring sites are being constructed at this 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 <u>CLOCS@camden.gov.uk</u> for further advice or guidance on any aspect of this section.

## **CLOCS Contractual Considerations**

## 15. Name of Principal contractor:

**Rudgard Holdings Ltd** 

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

All delivery vehicle operators will be FORS Bronze accredited as a minimum.

Operators that are FORS Silver or Gold will be appointed where possible.

The operators will be pre qualified and included in the approved sub contractors list.

Part of the pre qualification will be checking the FORS accreditation.

All drivers will have undertaken approved additional training as per the Standard Managing Supplier Compliance Guide.

Each haulier will be delivered a letter depicting the specific rules highlighting vehicle routes, delivery/collection times and procedures prior to arriving on site; ie; phone the site manager in advance.

All deliveries and collections will be booked in advance through the site manager and the vehicles will be required to notify the site manager by phone when they are in Fitz John's Avenue and a banksman will guide the vehicle into Church Row and Holly walk. When the the vehicle leaves the same process is repeated. No vehicles will be parked adjacent the site as a "holding bay". We have already carried out test deliveries to this site using grabber lorries and this works well. NOTE the council dust truck also goes up and down Holly Walk twice a week without a banksman.

There will be a number of concrete pours and again we have tested the accessibility of the concrete trucks as above. The loading process will be kept under review and revised as necessary as the job progresses and the practicalities of deliveries are assessed. NOTE; generally we we will try and keep deliveries to between 10am and 3pm to avoid the school run.

- 1. Using Small grab lorries for muck away Vehicle dimensions are 7.3m long , 2.9 wide , 3.8m high and 18 tonne gross weight with loaded material
- 2. Using 4 cubic metre mixer for the remaining concrete pours Vehicle dimensions are 7.6m long , 2.5m wide , 3.5m high and 18 tonne gross weight with loaded material
- 3. All remaining deliveries ( only concrete and muck away remaining ) will have a banksman from Heath Street to site and back again

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:

The above requirements have been included in the Contract between home owner/client and contractor. The contract stipulates that the Contractor ensures all suppliers and sub contractors also meet the CLOCS standards.

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

## Site Traffic

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

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

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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

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

See attached Appendix c; NOTE; because of the width restrictors in Church Row lorries can only approach via FitzJohns Avenue and via Frognal for vans.

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.

Large deliveries shall be pre booked and allocated set arrival times.

Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.

Suppliers shall call the site a minimum 20 minutes before their vehicle arrives at site to confirm that the loading area is available.

If the loading area is unavailable construction vehicles shall not proceed to the site.

Vehicles shall not wait or stack on any road within the borough.

The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.

The contractors vehicles shall not park in any suspended parking bays or on suspended bays waiting for loading instructions.

The engines of contractors vehicles shall not be kept idling.

Wherever possible deliveries will be scheduled for the middle of the day. Van deliveries to the front of 16 Frognal Gardens might be 2 a week during the first 2/3 of the job and one a day at the last 1/3. Lorry deliveries at the rear will be variable in number depending on the work in progress.

All deliveries and collections will be booked in advance through the site manager and the vehicles will be required to notify the site manager by phone when they are in Fitz John's Avenue and a banksman will guide the vehicle into Church Row and Holly walk. When the the vehicle leaves the same process is repeated. No vehicles will be parked adjacent the site as a "holding bay". We have already carried out test deliveries to this site using grabber lorries and this works well. NOTE the council dust truck also goes up and down Holly Walk twice a week without a banksman.

There will be a number of concrete pours and again we have tested the accessibility of the concrete trucks as above. The loading process will be kept under review and revised as necessary as the job progresses and the practicalities of deliveries are assessed. NOTE; generally we we will try and keep deliveries to between 10am and 3pm to avoid the school run.

## **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 The following vehicles will be used throughout the the construction process with the dimensions as follows;

Demolition Phase and set up; weeks 1-5; THIS PHASE OF WORK HAS BEEN COMPLETED

Flat bed Truck- 10m (L)  $\times$  2.5(W)  $\times$  2.6 (H) – 1 time per day 3 days per week

Basement and Ground works phase; weeks 5-27;

- Using Small grab lorries for muck away Vehicle dimensions are 7.3m long , 2.
   9 wide , 3.8m high and 18 tonne gross weight with loaded material
- Using 4 cubic metre mixer for the remaining concrete pours Vehicle dimensions are 7.6m long , 2.5m wide , 3.5m high and 18 tonne gross weight with loaded material
- 3. All remaining deliveries ( only concrete and muck away remaining ) will have a banksman from Heath Street to site and back again
- 4. Apart from the above there will be no large delivery vehicles required for this phase of works.

Fit out Phase; weeks 27-49;

- Using Small grab lorries for muck away Vehicle dimensions are 7.3m long , 2.
   9 wide , 3.8m high and 18 tonne gross weight with loaded material
- Using 4 cubic metre mixer for the remaining concrete pours Vehicle dimensions are 7.6m long , 2.5m wide , 3.5m high and 18 tonne gross weight with loaded material
- 3. All remaining deliveries ( only concrete and muck away remaining ) will have a banksman from Heath Street to site and back again
- 4. Flat bed Truck- 10m (L) x 2.5(W) x 2.6 (H) 1 time per day 3 days per week.

Finishing Phase; weeks 49-60;

3.5t Panel Van- 5.4m (L) x 2m(W) x 2.6m (H) – 1 time per day 1 day per week.

Times of day will be within the approved hours or any other restrictions felt necessary and identified by the neighbour liason works meetings.

No HGVs (vehicles exceeding 3.5t) will be used to service the site from Holly Walk without the approval of Camden . An addendum will be submitted for approval by Camden providing further detail of proposed vehicle types and sizes, and access arrangements, prior to any deliveries being made by HGV from Holly Walk. HGV access is however permitted from Frognal Gardens. However, both this approach, and that of 3.5t vehicles servicing the site from Holly Walk, where these vehicles may cause obstruction to general traffic, is to be kept under review and revised if deemed necessary by the Council.

In consideration of the above, we have understood that Camden will advise a suitable and expeditious process for permitting HGVs to attend the site from the western end of Church Row, which may include the redesign of the existing width restriction to the west of Holly Walk

Vehicle movements will be scheduled between 9.30am to 3.00pm on weekdays (during school term times) and between 9.30am to 4.30pm during school holidays and

between

9.30am to 1.00pm on Saturdays.

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.

If another project were to start nearby then we would hold regular co-ordination meetings with that site to ensure our works are co-ordinated with theirs.

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

This is not relevant to this site as deliveries do not enter the site, they are off loaded onto the site entrance.

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.

There will be no off site holding areas associated with this site.

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

Deliveries and removal of waste from site will be booked in with our logistics manager to avoid peak times including school run times.

Delivery by water or rail will not be possible.

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).

The engines of contractors vehicles will not be kept idling.

Deliveries will be scheduled out of peak hours wherever possible.

**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.

Not Applicable

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.

Not Applicable

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.

Not Applicable

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.

Not Applicable

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

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

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

See site plan attached Appendix d.

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.

Banksmen will be available to assist with vehicle arrivals and departures to ensure that pedestrian and cyclist safety is maintained. In addition temporary barriers will be erected during transfer of materials to/from site, these will be removed at all other times, if pedestrian access is required along the frontage of the site then the transfer of materials will be halted.

## **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 <u>won't</u> 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 appendix e.

## 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 <u>Temporary Traffic Order (TTO)</u> 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.

There are no parking bays in this part of the street.

### 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.

Not Applicable
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

Not Applicable

location in the appendices.

## 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.

Hoardings will be fitted with 110v lighting. Mandatory site safety signage will be fixed to the hoardings to ensure public safety. Hoardings will run along the site perimeter but not intrude into the street.

The Scaffolding will be alarmed.

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. Not Applicable

### 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.

A new sewer connection will be required into Holly Walk. A new water main connection will be required into Holly Walk.

A new Electrical connection will be required into Holly Walk

A new Data and telephone connection will be required into Holly Walk

## Environment

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

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

Works will only be carried out within the agreed hours.

The noisiest works will be the three weeks of demolitions at the beginning of the job.

Where possible hand held tools will be used to minimise noise.

All noisy works will be between 8.30 am and 4.30pm.

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.

A noise survey will be carried out before works commence on site.

30. Please provide predictions for <u>noise</u> and vibration levels throughout the proposed works.

Over the 10 hour day the average noise levels are anticipated to be in the region of or less than 75db.

Some noise levels are predicted to to peak at 80db but these will only be short duration activities.

Vibration levels are anticipated to be no more than 10mm/s and considerably less on average throughout the day.

31. Please provide details describing mitigation measures to be incorporated during the construction/<u>demolition</u> 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.

Regular monitoring will be carried out by the site manager. If exceedancies are experienced the source of the exceedance will be established then the work process/ methodology will be reviewed if required.

Laser target monitoring will be in place to pick up movement in the neighbours properties. This will be from the 26<sup>th</sup> October 2020; the start of demolitions.

2.4m hoardings and mon flex clad scaffolding will help control dust and noise.

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

All personnel will receive an induction including training in BS 5228:2009 code of practice and guidance on noise reduction and nuisance.

Sub Contractors will have the relevant CSCS or job specific CITB approved certification.

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

Please see appendix G the AQDRA prepared by Richardson-Hill and dated 6<sup>th</sup> May 2021 which is appended to this document.

This document contains all the dust mitigation measures that we will apply on this site.

Water supply and pressure during hot weather will be from our new Thames Water 25mm temporary builders supply. If Thames water pressure should drop we will uses a reservoir tank and pressure booster.

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.

All dust will be suppressed with irrigation.

Designated operatives will regularly sweep and clean the road and pavement.

All vehicles visiting site will have their chassis and wheels jet washed by a designated operative.

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

All noise produced by plant will be reduced by the use of mufflers, baffles or silencers and by strictly adhering to the working hours.

Vibration will be minimised by phasing ground impacting operations.

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 <u>The Control of Dust and</u> <u>Emissions During Demolition and Construction 2014 (SPG)</u>, 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 <u>SPG</u>. <u>Please attach the risk assessment and mitigation</u> <u>checklist as an appendix</u>.

See Q33; an AQDRA has been produced (see appendix g )and the risk assessment advises that dust monitoring is not required.

We have reviewed the "Control of Dust and Emissions SPG Document."

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

The Ground works sub contractor Has supplied a Method Statement that acknowledges the recommendations of the AQDRA and will implement them.

The Contractor has reviewed the dust mitigation measures and GLA check list. He knows that he must implement these requirements.

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

Note: real-time dust (PM<sub>10</sub>) monitoring with MCERTS 'Indicative' monitoring equipment will be required for <u>all sites with a high OR medium dust impact risk level</u>. 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 <u>at least three months prior to the commencement of works on-site</u>. 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<sub>10</sub>) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

See appendix g; AQDRA; real time monitors are not deemed to be necessary however regular monitoring will be carried out by the site agent and noted in the site office.

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).

There are no obvious signs of pests around the site at present.

The site will be kept clean and tidy, consumption of food will only be permitted within the canteen, waste produced from this area will be disposed of in eurobins with lids for disposal with the site garbage.

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

There is self evidently no Asbestos on the site.

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 specific induction will make smoking not allowed within the site .

Operatives wishing to smoke must remove their PPE and leave the premises to another location.

Radios will not be allowed on site.

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

We will not be using any NRMM or generators above 37kW net power

#### 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):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

SYMBOL IS FOR INTERNAL USE
# Agreement

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

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

## Charles Rudgard

Signed:	
20 <sup>th</sup> May 2021	
Date:	

Charles Rudgard, Rudgard Holdings Ltd

Print Name: .....

**Contract Manager** 

Position: .....

Please submit to: planningobligations@camden.gov.uk

#### End of form.

V2.5

Feedback Template

#### Site: 16 Frognal Gardens London NW3 6UX

Planning number: 2018/2440/P Rev A

Date: 27/04/2021 Responses provided 7th May 2021

#### **Revision:**

https://lbcamden.sharepoint.com/:u:/s/iag/EQtIHYWyRyVAv5WuNyVGLoMBPWctQ OSXK8JZkPSteQpRkA?e=XNNKnZ

Community	/ Liaison
Question	Comments
	No CCS
	Proof has been provided of the site registration. Also, see attached copy of CCS payment invoice and Site Report dated 12 <sup>th</sup> Jan 2021. Document not signed Which document is not signed?

Transport: CLOCS		
Question	Comments	

Transport: Obs			
Question	Comments		

Transport:	Highways
Question	Comments

Transport: Parking		
Question	Comments	
	none	

Environmental Health		
Question	Comments	
	Addendum received	

Environmental Health: Sustainability		
Question	Comments	
Q33	Needs much more detail about specifically what the contractor will do during different phases of the works to ensure there is adequate preventative and reactWill vehicles ive dust mitigation. E.g. what methods will be used during demolition, earthworks, cutting, drilling etc., what equipment will be used for dust suppression, how will wind-blown dust from stockpiles and materials be prevented, how will water supply and pressure be maintained.	

	Please see Mitigation Measures in AQDRA attached. Our ammended reply already in the CMP reads;
	Damping down will be carried out in accordance with BS 6187. Control of pollutions act and Environment act 1990.
	Monarflex is being used to cover the site scaffold and the whole site is covered over by a temporary roof to prevent dust escaping from the site.
	There will be ongoing sweeping down of dust and dirt; every day.
Q34	Will be accessing the site, and if so, minimum expectation will be for operatives to manually clean all wheels and axles with pressure washers.
	Our amended reply to this question now reads; All dust will be suppressed by irrigation if the environment is dry. Designated operatives will regularily sweep the street and pavement. Our operatives will clean all vehicle wheels and chassis by jet wash before they leave the site.
Q36	New property is being constructed, so new receptors introduced to an area of poor air quality. A basic air quality assessment should have been produced as a minimum. In any case, an Air Quality Dust Risk Assessment is needed and should be appended to the revised CMP, and this must follow the methodology of the Mayor of London SPG The Control of Dust and Emissions During Demolition and Construction.
	It is not acceptable to only review the SPG and GLA mitigation measures when on site. This must take place at CMP stage and the CMP must confirm that the AQDRA has been produced along with the mitigation measures checklist. These should be appended to the CMP. CMP cannot be approved until this requirement is satisfied.
	Our environmental consultant has prepared a AQDRA report to attach to our CMP. Please see below.
Q37	As above – this must be done at CMP stage, before works commence onsite.
	Please see Environmental Consultant Report attached.
Q38	The requirement for real-time dust monitoring is determined by the AQDRA
	The risk assessment is minimal and no monitoring is proposed.
Q41	This question has not been answered. Answer needed.
	There is already a response to this in our current CMP which reads;
	Site specific induction will make smoking within the site not allowed. Operatives wishing to smoke must remove their PPE and leave the premises to another location. Radios will not be allowed on site.

Q42	You have not requested this but our response is that no NRMM of the type requiring reporting is being, or is proposed to be used on site. The only machinery present is a mini-excavator with a power rating of 18.5kw.
OTHER	Using the London Basement Company vehicle sizes referred to in email below, there will be: Vehicle Type 1 (Muck Away) – 2 to 3 movements per day for 3 weeks Vehicle Type 2 (Concrete) – 3 deliveries per week for 2 weeks followed by 4 deliveries for one week. All vehicle sizes/access arrangements will remain under review and revised if necessary.
14/05/21 Additional Comment	We agree that while works to the width restrictor are being undertaken we shall only use vehicles of 7.5 tons or less, for deliveries to site. Where it is not possible to use such a vehicle for a particular delivery, we shall advise Camden, giving not less than 48 hours notice, and agree a safe method for such vehicles to access the site.
17/05/21 Additional Comment	We agree that until necessary measures have been implemented to ensure safe and viable access via Heath Street and Church Row, we shall not use HGV's for deliveries to site via this route.
18/05/21 Additional Comment	We agree that until necessary measures have been implemented to ensure safe and viable access from the west via Frognal and Church Row, we shall not use HGV's from Heath Street and Church Row.

Signed by J Harari

Poe Havari.

Date: 20<sup>th</sup> May 2021

#### Joe Harari

From:	Jay Karawadra <jay@londonbasement.co.uk></jay@londonbasement.co.uk>
Sent:	06 May 2021 14:28
To:	Joe Harari
Cc:	MZA Office: Charles Budgard: Alain Harari (alain@destinationuk.com): Joe Zefi
Subject:	RE: Delivery Conditions for Church Row through to Holly Walk

Hi Joe

London Basement can confirm we will be following the below :

- Using Small grab lorries for muck away Vehicle dimensions are 7.3m long , 2.9 wide , 3.8m high and 18 tonne gross weight with loaded material
- 2. Using 4 cubic metre mixer for the remaining concrete pours Vehicle dimensions are 7.6m long , 2.5m wide , 3.5m high and 18 tonne gross weight with loaded material
- 3. All remaining deliveries (only concrete and muck away remaining) will have a banksman from Heath Street to site and back again
- 4. Apart from the above there will be no large delivery vehicles required for this phase of works.

Any queries please let me know.

#### **Kind Regards**

Jay Karawadra Commercial Manager M: 07935755839 T: 020 8847 9449 W: www.londonbasement.co.uk Twitter: @londonbasement



#### Unit 7, Worton Court, Worton Road, Isleworth, Middlesex, TW7 6ER

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From: Joe Harari <jh@tysonfield.co.uk>
Sent: 06 May 2021 11:39
To: Jay Karawadra <jay@londonbasement.co.uk>
Cc: MZA Office <office@mzaplanning.com>; Charles Rudgard <rudgardcharles@gmail.com>; Alain Harari (alain@destinationuk.com) <alain@destinationuk.com>; Joe Zefi <joe@londonbasement.co.uk>
Subject: Delivery Conditions for Church Row through to Holly Walk
Importance: High

Hi Jay,

As discussed just now please see the copy & paste below from Camden.

Would please write to me as soon as possible, to confirm your acceptance of this and to clarify the points raised by Camden in RED.

Thanks,

Joe

Hi Maxim,

Thank you for your email, I've taken this on from Hannah.

The following points have been agreed with London Basement to be sensitive to the requirements of the Church Row residents. **Do you have written correspondence that supports this?** 

 Small grab lorries for muck away. Please quantify "small"
 4 cubic metre concrete lorries.
 All large deliveries will be escorted by banksmen from Heath Street to site and back again. What is a large delivery?
 All structural steelwork for the Basement is already on site and no other large deliveries

are anticipated for this phase of the work. *This contradicts point 3.* 

Please note that the grab lorries and concrete lorries will be half the size of those used to date.

It should also be noted that work is being undertaken in accordance with Considerate Constructors Scheme (CCS)

<u>P.S.</u>

The attached photograph taken today shows a Heavy Truck (not connected to the application site) having completed delivery to Holly berry Lane using Holly Walk with no banksmen etc. *No photo attached.* 



Holly Walk Developments Limited 20 Holly Walk London NW3 6RA Mob: 07957 352670

Registered in England Company Number 11273880 Registered Office: 170 Finchley Road, London NW3 6BP Online Order Ref: SRO18278 VAT REG NO.: 807 1629 35

Tax point date: 03 December 2020

Accounts Department Rudgard Holdings Ltd 108 King Henrys Road London NW3 3SL



Considerate Constructors Scheme PO Box 75 WARE SG12 0YX

Telephone: 01920 485959 enquiries@ccscheme.org.uk www.ccscheme.org.uk

#### PAID VAT Invoice 218466/SRO18278

#### **PAID WITH THANKS**

Item Description:		
Site Registration		
1 x Site Registration fee @ £484 eac	h	
1 x Cartoon Poster @ £0 each		
1 x A3 Code Of Considerate Practice Poster @ £0 each		
1 x Small Banner Classic @ £0 each		
3 x A1 Poster @ £0 each		
1 x CIH A2 Poster @ £0 each		
For Project:		
19 Holly Walk		£484.00
	VAT 20%	£96.80
	TOTAL	£580.80
		DO NOT PAY

#### This invoice has been paid by Card

#### Receive Invoices by email:

We are now able to email our invoices directly to your Accounts Department

If you would like to receive your invoices in this way, please email your accounts email address (and accounts contact name if required) to accounts@ccscheme.org.uk

# Considerate Constructors Scheme **Monitor's Site Report**



Project name	19 Holly Walk					
Contractor name	Rudgard Holdings Ltd					
Onsite contact(s)	Charles Rudgard					
Scheme ID number	124071	Visit no.	1	Visit date	10/02/2021	

Project description, context, location and relevant constraints

This is a project to construct a residential building on a site previously occupied by six domestic garages and a forecourt. The works include the demolition of the garages and the construction of a basement plus ground floor 2½ bedroom home. The site is located in Hampstead, north London which is primarily an upmarket residential area; there are three churches nearby with a cemetery on the opposite side of the road. Access to the site is via the narrow Holly Walk which is a single vehicle width residential lane; the area is a residents-only parking zone. Local shops, tube and bus services are a five-minute walk away.

Code section	Scores		Scheme scoring explained		
Care about Appearance	7	/9			
Respect the Community	7	/9	<ul> <li>Each section of the Checklist will be scored out of 9 points with 1 additional point available for each approved innovation, up to a maximum of 5.</li> <li>A score of 5 in one of the sections of the Checklist reflects compliance with the Scheme's core</li> </ul>		
Protect the Environment	6	/9	<ul> <li>Higher scores indicate performance beyond compliance with 6 reflecting a 'good' level of</li> </ul>		
Care about Safety	7	/9	<ul> <li>performance, 7 'very good', 8 'excellent' and 9 'exceptional'.</li> <li>Approved innovations will need to be further developed and improved to receive an additional point</li> </ul>		
Value their Workforce	6	/9	<ul> <li>at a subsequent visit.</li> <li>For more information on the Monitor Checklist, scoring descriptors, the Scheme's definition of</li> </ul>		
Additional points	0	/5	<ul> <li>For an online library of best practice examples, case studies, e-learning modules and other resources, visit www.ccsbestpractice.org.uk</li> </ul>		
Total score	33	/50	icouries, voit <u>manuestestpratice.org.ux</u> .		

#### **Executive summary**

The visit was conducted using FaceTime due to the ongoing restrictions relating to the covid-19 pandemic. The site has implemented the CLC Site Operating Procedures (SOP) and incorporated the SOP in its H&S Plan and RAMS. Rudgard Holdings is the Principal Contractor however the only subcontractor on site is the basement specialist who also holds a company registration with the CCS; several of the compliance questions are addressed directly by the subcontractor. Initial impressions on appearance are reasonable with a painted hoarding, branded signage and clean streets. The site areas are tidy considering the nature of the works; the facilities are located behind the hoarding and the workforce is presentable. Community relationships are managed effectively; there were pre-start consultations and the neighbours are kept up to date with progress; contact details are provided. Vehicle movements are professionally managed in this tight street and care is taken not to inconvenience the neighbours. There is support for local shops and the CCS posters and banner are prominently displayed. Environmental management follows best practice and experience with a focus on waste management; it would be good to see a more formal approach. Procedures are in place to ensure water and energy usage are managed and controlled. Noise and vibration are monitored and tree protection is in place. There are documented safe systems of work and public safety is considered in site operations and vehicle movements. Occupational Health is addressed, topical toolbox talks are provided and RAMS are explained. A culture of safe working is encouraged and direction is provided. The site provides an equal opportunity working environment; training is provided and personal development is encouraged. Wellbeing and mental health helplines are displayed and suitable covid-compliant welfare is provided. Suggestions for development are included in all five sections of the detailed summary of findings on the next page. As always, reference to the CCS Best Practice Hub is recommended; the Hub provides online resources and further ideas for development and improved performance. The following CCS leaflets were provided on email after the visit: CCS First Impressions, Making the Most of your Registration and The Best Practice Hub. Thanks to Charles for the time given, the photos provided and the courtesy shown.

## Detailed summary of findings

#### Care about Appearance

Findings and score	7	/9
The external appearance of the site is reasonable considering the nature of the works and the tight site;	we discusse	d the CCS

First Impressions standards, leaflet was provided; the site is enclosed with a painted hoarding and gates; subcontractor branding and signage is displayed; the street and pavements were seen to be clean and clear and are checked and washed or swept after every vehicle movement. The site area is organised with designated areas for works, stockpiling and facilities (which are located in a purpose-built unit on the site away from public view); site plant was seen to be modern and clean; the housekeeping rules are covered in the induction. The workforce has suitable workwear and branded PPE. Smoking is not permitted on site so smokers remove PPE and smoke in the street; congregating is not permitted and cig ends are disposed on site. Company has a showcase website and also uses LinkedIn to promote its projects and people.

#### Respect the Community

#### Findings and score

The contractor was involved in pre-start consultations with the council and local residents; a construction implementation and traffic management plan was developed and agreed with the council; this includes working hours, traffic routing and delivery hours. Pre-start information was circulated including contact details; progress updates are distributed and disruptive works are advised in advance. The site coordinates with the local churches, notably when there are funerals and traffic needs to be managed. Company and site contact details are displayed on the hoarding. The site rules on intrusion and behaviour are covered in the induction; a community notice board could be a useful addition which would bring focus to the information displayed on the hoarding such as contact details, latest newsletter, environmental performance and company values. Parking is residents only or yellow lines; any complaints will be logged on email and responded to promptly and courteously; actions are taken in response; a neighbour feedback survey could be considered later in the project; templates are available on the CCS Best Practice Hub. Vehicle movements are all off peak and managed by trained personnel. There is support for local coffee shops and food stores; goodwill jobs for the neighbours will be considered. The CCS posters and banner are prominently and correctly displayed; the Scheme is covered in the induction; the basement contractor has a policy of support for good causes. Other aspects of checklist 2.10 could be considered.

#### Protect the Environment

#### **Findings and score**

The company does not have an environmental policy nor implementation plan; this could be considered, suggest reference to the resources on the CCS Best Practice Hub; the basement contractor has an environmental policy and focuses on waste management which is by best practice and experience and developed in their RAMS; excavated material is segregated on site prior to dispatch; waste carrier produces disposal reports with high recycling which could be posted on site and community notice boards (checklist 3.6); water and power are metered and monitored; there are switch off reminders and end of shift all-off checks. Site has active noise and vibration monitoring and recording installed; reports are provided and alerts issued if limits are exceeded; site has no idling policy for plant and vehicles. There are few ecology issues however two trees on site are protected from the works; the completed project will include solar panels and heat pumps; bat and bird boxes will improve habitat and biodiversity. A review of the questions and prompts in the environmental section of the checklist is suggested.

#### Care about Safety

#### **Findings and score**

The basement subcontractor has documented safety management procedures in place including CPP, RAMS, security, access control, PPE standards, identifiable first aiders (inductions & hardhat sticker), inspections and reports; visitor PPE is provided. Public safety is considered in all operations and vehicle movements are managed by trained banksmen with barriers and diversions. The site has an emergency plan and muster point; it is suggested the location of the nearest AED is identified. Foreman will carry out daily briefings; English language standards are ascertained at inductions; safety signage is displayed. Occupational Health (OH) is addressed in RAMS, posters are displayed; safety training and topical toolbox talks are provided; worker feedback on safety is encouraged and responded to; all incidents including near misses are recorded and acted on. Close supervision is provided with direction as necessary; meds and emergency contacts are recorded at inductions; the subcontractor's drug and alcohol policy is covered in inductions; a culture of safe working is encouraged. Take up of some of the prompts in checklist 4.10 could be considered. CLC SOP covid-19 safe working precautions are in place.

#### Va

/alue their Workforce		
Findings and score	6	/9
The company and subcontractor employ diverse workforces with procedures in place for inappropriate provided for religious observances if required. Job related training is provided and upskilling is end subcontractor SM qualifications are displayed on site notice board. Subcontractor requires CSCS cards <i>the company adopting this policy</i> and applying this to all subcontractors. Right to work checks are helpline posters are displayed including wellbeing and mental health; the Construction Industry Help Suitable welfare is provided including lockable storage, heated changing area, canteen, toilet, hot	behaviour; sp couraged and s; <b>would be g</b> e carried out. oline poster is water, consum	ace will be supported; <b>bod to see</b> A range of displayed. hables and
appliances. The site has implemented covid-19 mitigation measures including safe distancing, har enhanced cleaning regime; reminder signage is displayed and suitable PPE is provided; procedures	nd sanitiser st are in place i	ations and f a person

becomes symptomatic. Some of the prompts in checklist questions 5.6, 5.7, 5.9 and 5.10 could be considered.

7

6

7

/9

/9

/9

Appendix G



## Air Quality Dust Risk Assessment

For



19 Holly Walk, Hampstead, London, NW3 6RA.

#### Safety, Health & Environmental Advisors

Richardson-Hill Limited 23 Springfield Road North Chingford London E4 7DJ Tel: 020 8524 8396 Fax: 020 8524 8446 E-mail: info@richardson-hill.co.uk Website: www.richardson-hill.co.uk This assessment has been prepared by Daniel Owen, Richardson-Hill Limited, on behalf of London Basement and Cellars Limited to take into account the agreed scope of works.

Unless otherwise agreed, this document and all other Intellectual Property Rights remain the property of Richardson-Hill Limited.

In preparing this assessment, Richardson-Hill Limited has exercised all reasonable skill and care, taking into account the objectives and the agreed scope of works. Richardson-Hill Limited does not accept any liability in negligence for any matters arising outside of the agreed scope of works.

#### Content

- 1.0 Introduction
- 1.1 Description of proposed works
- 1.2 Operational Impact
- 2.0 Dust risk assessment
- 2.1 Introduction
- 2.2 Phases
- 2.3 Dust emission magnitude
- 2.3.1 Demolition phase
- 2.3.2 Phase description
- 2.3.3 Earthworks Phase
- 2.3.4 Phase description
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- 3.1.14 Measures specific to construction
- 4.0 Site monitoring
- 5.0 Conclusion
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## 1.0 Introduction

This Air Quality Dust Risk Assessment has been prepared to assess the impact of the proposed development at 19 Holly Walk, Hampstead, London, NW3 6RA. The document follows the methodology described by The Control of Dust and Emissions during Construction and Demolition SPG, July 2014, Mayor of London.

#### 1.1 Description of proposed Works

The scope of works is to construct a new detached domestic house including basement on the land previously used as garages and parking to the rear of 16 Frognal Gardens.

The previous garages on the plot were constructed of brick work with concrete roofs and slab foundations. The garages were positioned on either side of the plot with the area between tarmacked. The client engaged the services of a contractor to demolish the garages and partially remove tarmacked floor covering.

London Basement and Cellars were then employed to excavate and construct a basement on the plot to form part of the new domestic property planned for construction. The basement once completed will be topped with a reinforced concrete slab.

Upon completion of the basement works a new domestic property will be constructed above. The new property will be detached and constructed from steel frame structure with masonry walls, timber joisted floors and timber roof structure. Once the structure is complete the building will be fitted out internally.

#### 1.2 Operational impact

In relation to operational impact, it is expected that the new heating system and improved thermal performance of the new building envelope will greatly reduce the otherwise potential emissions (PM10 and NOx) output. It is anticipated that other than deliveries during construction, there will be no change in road traffic as a result of the proposed development.

### 2.0 Dust Risk Assessment

#### 2.1 Introduction

Richardson-Hill Limited prepared a Dust Risk Assessment (DRA) on behalf of London Basement and Cellars Limited to be submitted with the planning application as part of the Air Quality Statement. The document includes:

• The Risk assessment for each phase of works (demolition, earthworks, construction, Track-out), which incorporates the risk evaluation process set out below, and identifies suitable mitigation measures for the relevant level of risk.

• Identification of whether each phase of activity on-site represents a low, medium or high risk by following the guidance as set in "The control of Dust and Emissions during Construction and Demolition SPG", July 2014, Mayor of London.

A detailed assessment will be carried out as there are approximately 100 No. 'human receptors' with high sensitivity within 50m of the boundary of the site and several "ecological receptors" in the form of clusters of trees with low sensitivity within 50m of the boundary of the site. There are no hospitals or nurseries within 50m of the proposed development.

The assessment identifies the Risk levels to receptors during the demolition and structural construction works.

#### 2.2 Phases

The Air Quality (Dust) Risk Assessment considers the following four phases of development:

- Demolition
- Earthworks
- Construction
- Track-out

#### 2.3 Dust Emission Magnitude

The dust emission magnitude is based on the scale of the anticipated works and is classified as Small, Medium, or Large. A classification will be noted for each of the phases.

#### 2.3.1 Demolition Phase

#### 2.3.2 Phase Description

The previous garages on the plot were constructed of brick work with concrete roofs and slab foundations. The garages were positioned on either side of the plot with the area between tarmacked. The client engaged the services of a contractor to demolish the garages and partially remove tarmacked floor covering.

#### Demolition Phase Dust Emission Magnitude

The proposed development is classified as small and it complies with the relevant criteria:

- Total volume of building to be demolished <20,000m3
- Potentially dusty construction material (bricks and mortar)
- Demolition activities <10m above ground

#### 2.3.3 Earthworks Phase

#### 2.3.4 Phase Description

These works will involve the excavation of a new basement level prior to the new detached house being constructed above. In addition, there will be associated drainage excavations. Earthworks will also include haulage, stockpiling of debris.

#### 2.3.5. Earthworks Phase Dust Emission Magnitude

The development is classified as small and it complies with the relevant criteria:

- Total site area <2,500m2
- <5 heavy earth moving vehicles active at any one time
- Total material moved <10,000 tonnes

#### 2.3.6 Construction Phase

Upon completion of the basement works a new domestic property will be constructed above. The new property will be detached and constructed from steel frame structure with masonry walls, timber joisted floors and timber roof structure. Once the structure is complete the building will be fitted out internally.

#### 2.3.7 Construction Phase Dust Emission Magnitude

The proposed development is classified as small and it complies with the criteria below:

• Total building volume <25,000m3

#### 2.3.8 Track-out Phase

#### 2.3.9 Phase Description

Factors which determine the risk of dust emissions from Track-out are vehicle size, vehicle speed, vehicle numbers, geology and duration. Only receptors within 50m of the route(s) used by vehicles on the public highway and up to 500m from the site entrance(s) are considered to be at risk from the effects of dust.

#### 2.3.10 Track-out Phase Dust Emission Magnitude

The development is considered small and it complies with the following criteria:

- <10 HDV (>3.5t) trips in any one day
- Surface material with low potential for dust release
- Unpaved road length <50 m.

#### 2.3.11 Dust Emission Magnitude for all phases

Overall, the Dust Emission Magnitude for each phase is presented on the table below:

Table – Dust emission magnitude during development phases

A	ctivity	Dust Emission Magnitude	
De	emolition	Small	
Ea	arthworks	Small	
С	onstruction	Small	
Tr	ack-out	Small	

#### 2.4 Area sensitivity

The sensitivity of the area takes account of a number of factors:

- The specific sensitivities of receptors in the area
- The proximity and number of those receptors
- In the case of PM10, the local background concentration, and
- Site-specific factors, such as whether there are natural shelters, such as trees or other

vegetation, to reduce the risk of wind-blown dust.

#### 2.4.1 Sensitivity of People to Dust Soiling Effects

It is estimated that there are there are approximately <10 "human receptors" 20m of the boundary of the site and approximately 100 human receptors within 50m of the boundary of the site and several "ecological receptors" in the form of clusters of trees under 50m from the boundary of the site.

All receptors are assumed to have High Sensitivity, under the following criteria:

• Users can reasonably expect an enjoyment of a high level of amenity or

• The appearance, aesthetics or value of their property would be diminished by soiling and the people or property would reasonably be expected to be present continuously, or at least regularly for extended periods as part of the normal pattern of use of the land.

• Indicative examples include dwellings, church etc.

#### 2.4.2 Sensitivities of People to the Health Effects of PM10

All receptors are assumed to have High Sensitivity. Typical criteria include:

• Locations where members of the public are exposed over a time period relevant to the air quality objective for PM10 (in the case of the 24-hour objectives, a relevant location would be one where individuals may be exposed for eight hours or more in a day).

• Indicative examples include residential properties. Schools and residential care homes should also be considered as having equal sensitivity to residential areas for the purposes of this assessment.

#### 2.4.3 Sensitivities of Receptors to Ecological Effects

There are several clusters of trees close to the project i.e., within 50m, however these are classed as low sensitivity ecological receptors. Typical criteria include:

• Locations with a local designation where the features may be affected by dust deposition.

#### 2.4.4 Overall Area Sensitivity

The SPG provides tables to calculate the area sensitivity based on the number of receptors, distance from the proposed development and their sensitivity as presented above.

The area sensitivity will be calculated for the following categories:

- 1. Dust and soiling effects on people and property
- 2. Human health impacts (based on PM10 concentration increased due to the proposed development)
- 3. Ecological Impact

#### 2.4.5. Dust and Soiling effects on people and property

Receptors and their sensitivity and respective distance from the proposed development are used on the table below to determine the area sensitivity. The area is considered Medium Sensitivity.

Receptor	Number of Receptors	Distance from the Source (m) <sup>c</sup>			
Sensitivity		<20	<50	<100	<350
High	>100	High	High	Medium	Low
	10-100	High	Medium	Low	Low
	1-10	Medium	Low	Low	Low
Medium	>1	Medium	Low	Low	Low
Low	>1	Low	Low	Low	Low

Table - Sensitivity of the area to dust and soiling effects on people and property

#### 2.4.6 Human health impacts

Receptors and their sensitivity and respective distance from the proposed development are used on the table below to determine the area sensitivity. The area is considered of Medium.

Receptor Annual Number of Distance from the So				Source (r	n) <sup>E</sup>		
Sensitivity	Mean PM <sub>10</sub> concentration <sup>c</sup>	Receptors <sup>D</sup>	<20	<50	<100	<200	<350
High	>32 µg/m³	>100	High	High	High	Medium	Low
		10-100	High	High	Medium	Low	Low
		1-10	High	Medium	Low	Low	Low
	28-32 μg/m³	>100	High	High	Medium	low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	High	Medium	Low	Low	Low
	24-28 µg/m³	>100	High	Medium	Low	Low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	Medium	Low	Low	Low	Low
	24-28 µg/m³	>100	Medium	Low	Low	Low	Low
		10-100	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
Medium	-	>10	High	Medium	Low	Low	Low
	-	1-10	Medium	Low	Low	Low	Low
Low	-	1-10	Low	Low	Low	Low	Low

#### Table - Sensitivity of the area to human health impacts

#### 2.4.7 Ecological Impacts

Receptors and their sensitivity and respective distance from the proposed development are used on the table below to determine the area sensitivity. The area is considered of Low Sensitivity

Receptor Sensitivity	Distance from the Source (m) <sup>c</sup> <20       <50			
High	High	Medium 🧲		
Medium	Medium	Low		
Low	Low	Low		

Table - Sensitivity of the area to Ecological Impacts

#### 2.4.8 Risk of Impacts

The dust emission magnitude determined above is combined with the sensitivity of the area to determine the risk of impacts with no mitigation applied.

The SPG provides the Risk tables below which will be used to calculate the Risk of Dust Impacts for each of the four phases, i.e. demolition, earthworks, construction and Trackout.

Table - Risk of dust impacts - Demolition

Sensitivity of Area	Dust Emission Magnitude				
	Large	Medium	Small		
High	High Rick	Medium Risk	Medium Risk		
Medium	High Risk	Medium Risk	Low Risk 📛		
Low	Low Risk	Low Risk	Negligible		

Table - Risk of dust impacts - Earthworks

Sensitivity of Area	Dust Emission Magnitude				
	Large	Medium	Small		
High	High Rick	Medium Risk	Medium Risk		
Medium	High Rick	Medium Risk	Low Risk 🗢		
Low	Low Risk	Low Risk	Negligible		

#### Table - Risk of dust impacts – Construction

Sensitivity of Area	Dust Emission Magnitude				
	Large	Medium	Small		
High	High Ruk	Medium Risk	Medium Risk		
Medium	High Risk	Medium Risk	Low Risk 🗲		
Low	Low Risk	Low Risk	Negligible		

#### Table - Risk of dust impacts - Track-out

Sensitivity of Area	Dust Emission Magnitude				
	Large	Medium	Small		
High Medium	High Rab. High Rab.	Medium Risk Medium Risk	Medium Risk Low Risk 📛		
Low	Low Risk	Low Risk	Negligible		

The results are summarised on the Dusk Risk table below.

Table – Summary Dust Risk Table with no mitigation measures applied

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

## 3.0 Mitigation Measures

London Basement and Cellars will implement the appropriate dust and pollution control measures set out below to ensure the air quality impacts of construction and demolition are minimised and any mitigation measures employed are effective. Best practice methods will be adopted, and staff will be trained to ensure these are implemented correctly. This is expected to minimise formation of dust and harmful emissions.

These measures are summarised below, and they are divided according to key construction and demolition stages and site risk. All measures are compulsory for site staff unless not feasible and alternative arrangements are agreed with Site Management. These measures are intended to be effective and deliverable and in-line with best practice.

The focus of the dust and pollution control measures to be outlined is to reduce health and dust annoyance impacts on existing local receptors. Potential health impacts from dust emissions to site personnel will also be considered and included in the site's Health and Safety documentation.

Contact details for the person responsible for dust and emissions generated from the site will be displayed on the site boundary so that local residents and businesses are able to contact London Basement and Cellars to raise any issues that they may have and report complaints. Site Management has the authority to deals with complaints.

#### 3.1 Site inspections

The developer and London Basement and Cellars will actively monitor the site to ensure the control of dust and emissions. 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.

#### 3.1.1 Preparing and maintaining the site

#### 3.1.2 Site layout

- Machinery and dust generating activities will be located within the development enclosure and away from receptors.
- Solid screens and/or monoflex sheeting will be used to enclose the site. Additional barriers will be provided around dust generating activities.
- Materials will be always covered to prevent wind whipping.
- Site will be cleaned daily, and any loose materials will be removed as soon as possible.

#### 3.1.3 Site Maintenance

The developer and London Basement and Cellars will keep their construction site clean and in good order. Measures will include:

- The construction area run off's to be bunded to collect mud and slurry so this can be cleared, as it can lead to dust once dry.
- Hoardings, fencing, barriers and scaffolding will be regularly cleaned to remove dust to prevent it becoming airborne.

#### 3.1.4 Dealing with spillages

Spillages can occur with a wide range of liquid and materials. The following measures will address this issue:

- Use bunded areas wherever practicable
- Regularly inspect the site area for spillages
- Have spillage kits readily available
- Vacuum or dampen down and sweep regularly to prevent the build-up of fine waste dust material, which has spilled on the site and is designated as waste that is no longer fit for use.

#### 3.1.5 Reducing emissions from vehicles

Emissions from vehicles associated with construction sites can significantly add to levels of local air pollution, so it is important that best practice is employed to reduce these.

All mobile vehicles associated with the demolition / construction will comply with the standards of the London Low Emission Zone. For HGVs, the standard is Euro 4 for PM and for heavier vans and mini buses it is Euro 3.

#### 3.1.6 Reducing Vehicle Idling

London Basement and Cellars will need to produce a construction traffic management plan. A part of this construction traffic management plan will need to include scheduling of deliveries to avoid stacking of vehicles outside or in the vicinity of the project.

If vehicles have to load/unload they will not stay idle unless required to safely operate the vehicle.

#### 3.1.7 Construction Traffic

A site-specific construction traffic management plan will be developed by London Basement and Cellars to evaluate the impact to the local environment. Generally, Site Management is responsible to ensure deliveries and removals are managed, so that they are made when they are most needed, at times when they will contribute less to congestion and at locations where loading and unloading can take place safely. Deliveries will be consolidated so fewer journeys are needed.

These measures will reduce congestion in the local area and inconvenience to local road users.

#### 3.1.8 Operations

#### 3.1.9 Diesel or petrol generators

Generators will generally be avoided. Use will be allowed only in emergencies and Site Management will approve use only when no other option is available.

#### 3.1.10 Cutting, Grinding and Sawing

Cutting, grinding and sawing will be reduced. Where possible, materials will be prepared off-site. 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.

It is not anticipated that scabbling of concrete will be necessary on this project. However, if scabbling is required the following measures will be in place to comply with best practice:

- Pre-wash work surfaces
- Screen off work area
- Sweep away or use electric vacuum

#### 3.1.11 Skips

Skips will be completely covered and if necessary, completely enclosed to ensure that dust does not escape. Similarly, where chutes are used, drop heights will be minimised to control the fall of materials.

In addition to the above it may be necessary to install water mist suppression on the debris chute and skip to further reduce dust.

#### 3.1.12 Waste Management

No burning of any material is permitted on-site.

Any excess material should be reused or recycled on or off-site in accordance with appropriate legislation.

Site Management will identify the waste types that are likely to be produced and aim to reduce the amount of waste as much as possible, through identifying routes to reuse or recycle materials.

Control access to storage areas to minimise risk of theft or damage.

Set up a dedicated store for timber where space permits, from which workers can re-use supplies.

Store any flammable materials away from sensitive locations in fenced off areas.

Employ a just-in-time policy to deliver materials in order to reduce the storage time on-site.

Recycled materials will be used where possible and any materials used on site will be recycled rather than disposed of (including timber, aggregates, soil, bricks, masonry, concrete).

#### 3.1.13 Mitigation measures specific to demolition

Demolition activities can generate significant dust and also cause re-suspension of dust currently within the building. Contractor carried out minor soft strip prior to demolition of garages taking place to prevent re-suspension and further dispersion.

Water suppression techniques were used to carefully control dust during the demolition phase. A constant cleaning regime was in place to remove dust from the environment as it was created.

#### 3.1.14 Measures specific to construction

Earth removed during the basement excavation will be collected from the site on a regular basis using grab lorries. These lorries will be covered over, earth will not be stock piled on site for long periods to prevent drying out. Concrete to be used during the construction of the basement will be batched of site and delivered wet to prevent the need for on site mixing.

Cement, sand, fine aggregates and other fine powders will be sealed after use and if necessary stored in enclosed or bunded container. Some materials should be kept damp to reduce the risk of drying out i.e., sand etc.

Scaffolding will be erected for the duration of construction, this will be fitted with monoflex sheeting to prevent dust from escaping the scaffolding.

Water suppression during construction will be used as well as dust extraction to prevent dust generation when using power tools. Due to the timber floors etc being installed on this project dust extraction will be preferred to water suppression during the fit out phase of the construction works.

For a comprehensive table of mitigation measures for Low, Medium and High-Risk Sites please refer to Appendix A.

## 4.0 Site Monitoring

The correct implementation of the best practice methods identified above is expected to minimise the formation of dust and harmful emissions from the proposed development.

In addition, continuous site monitoring will allow the developer to manage the generation of dust including PM10, PM2.5 and NOx emissions during construction and demolition.

The site is considered to be Low Risk during demolition and Low Risk during construction. The Control of Dust and Emissions during Construction and Demolition SPG July 2014 recommends to:

Demolition – Low Risk:

Take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment.

Determine the prevailing wind direction across the site using data from a nearby weather station;

If measuring air quality along a line;

Set up a line across the site according to the direction of the prevailing wind and;

Operate two automatic particulate monitors to measure PM10 levels at either end of the line - either inside or outside the site boundary.

If monitoring air quality at sensitive receptors;

Identify which location(s) need to be monitored and set an automatic particulate monitor at each of these to measure representative PM10 levels.

If applicable, supplement with automatic monitors with hand held monitors to get on the spot readings at selected points, such as close to sensitive receptors; and

Consider also monitoring dust deposition and soiling rates as theses can be used to indicate nuisance.

Construction - Low Risk:

Take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment.

Keep an accurate log of complaints from the public, and other measures taken to address complaints where they were required.

## 5.0 Conclusion

This document identifies the Dust Risks associated with the proposed development. Best practice methods have been identified and proposed to minimise the formation of dust and harmful emissions from the construction. Appropriate mitigations measures are proposed to minimise impact to the adjoining owners and other stakeholders.

In relation to operational impact, it is expected that the new heating system and improved thermal performance of the new building envelope will greatly reduce the otherwise potential emissions (PM10 and NOx) output. It is anticipated that other than deliveries there will be no change in road traffic as a result of the proposed development.

## 6.0 Appendix A

Measures relevant for Demolition, Earthworks, Construction and Track-out

Source: The control of Dust and Emissions during Construction and Demolition SPG, July 2014, Mayor of London

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Site management			
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	xx		
Develop a Dust Management Plan.			XX
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	хх		1.000
Display the head or regional office contact information.	XX		
Record and respond to all dust and air quality pollutant emissions complaints.	xx	6	
Make a complaints log available to the local authority when asked.	xx		
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.	14	XX	
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.	xx		
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.	xx		

XX Highly recommended, X Desirable

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.	XX		
Operating vehicle/machinery and sustainable travel			
Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.	xx		
Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.	xx		
Ensure all vehicles switch off engines when stationary – no idling vehicles.	xx		
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.		xx	
Impose and signpost a maximum-speed-limit of 10mph on surfaced haul routes and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).	xx		
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.		xx	
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	xx		
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.			xx

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).			хх
Use enclosed chutes, conveyors and covered skips.			XX
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.			хх
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		xx	0
Waste management			
Reuse and recycle waste to reduce dust from waste materials	XX		21 A -
Avoid bonfires and burning of waste materials.			XX

### Measures specific to demolition

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

## Measures specific to Earthworks

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.	хх		
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.	xx		
Only remove secure covers in small areas during work and not all at once.	xx		

## Measures specific to Construction

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Avoid scabbling (roughening of concrete surfaces) if possible	XX		
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		xx	
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.			хх
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.		xx	

## Measures Specific to Track out

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	хх		
Avoid dry sweeping of large areas.			XX
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.			xx
Record all inspections of haul routes and any subsequent action in a site log book.	XX		
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.	xx		
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;	хх		
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).		xx	
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		xx	
Access gates to be located at least 10m from receptors where possible.	XX		
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site	xx		

Appendix B								2020																			2021																2022	
1/9/20	5 1	12 19	26	2 9	9 16	23 3	0 7	14 2	1 28	4 11	18	25 1	8	15 22	29	1 8	15 2	22 29	5	12 19	26	3 10	17	24 3	1 7	14	21 28	5 12	19	26 2	9 1	5 23 3	30 7	14 2	21 28	4	11 18	25 2	9	16 23	30 6	13	20 27	4 11
PROGRAMME	Octob	er	1	Noven	nber		Dec	ember		January		Fe	bruary		1	March			April			May			June	e		July		Aug	ust		Sep	tembei		Octol	ber	Nc	vember	r	Dec	ember		January
19 Holly Walk NW3 6RA					1	2	3 4	5		6 7	8	9 1	0 11	12 13	14	15 16	5 17 1	18 19	20	21 22	23	24 25	26	27 2	8 29	30 3	31 32	33 34	35	36 37	38 3	9 40 4	41 42	43 4	4 45	46	47 48	49 50	) 51	52 53	54 55	56 5	57 58	59 60
CONTRACT LENGTH																																									Ĺ			
BUILDING WORKS																																												
Submission of CMP and sign off																																												
Mobilisation period																																												
Set up and establish																																												
Site huts, hoardings, staircase to the roof and site services.																																												
Demolition and Archeological assessment			-																																									
Groundworks and underpinning											1 1				1 1		1 1				1 1		_1 _ 1																					
Steel structure																																												
Scaffolding																																												
External Walls																																												
Roof structure and finishes																																												
1st fix carpentry																																												
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External windows doors and rooflights																																												
Plastering and plasterboarding																																												
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Floor and Wall Tiling																																												
Decorations																																												
Wood flooring																																												
Kitchen Installation																																												
Final Clean, commission and handover																																												
EXTERNAL WORKS																																												
Install car lifts																																												
Binsstores and planters and gate structures						$\top$																																						
New surfaces and railings																																												
Install electric gates and bin store doors.																																												
Planting						$\top$																																						
																									1								+									$\square$		



- 1. SITE LOCATION
- 2. WIDTH RESTRICTION
- 3. ROUTE FOR VANS

#### 4. ROUTE FOR LORRIES

Construction management, Design and Building Contracting. Charlie Rudgard RIBA Rudgard Holdings Ltd 108 King Henry's Road, LONDON NW3 3SL telephone: 07966 278295\_

charles@rudgard.com www.rudgardholdings.com Scale; 1;2500

Date: 15/8/2020

Drawing Number; 19hol 080

19 Holly Walk, Traffic Plan

APPENDIX C





Construction management, Design and Building Contracting. Charlie Rudgard RIBA Rudgard Holdings Ltd 108 King Henry's Road, LONDON NW3 3SL telephone; 07966 278295 charles@rudgard.com www.rudgardholdings.com Scale; 1;2500 Date; 15/8/2020

Drawing Number; 19hol 080

19 Holly Walk, Traffic Plan Appendix e

- 1. RESIDENT PKG BAYS
- 2. SITE LOCATION
- 3. SITE ENTRANCE

#### Appendix F

#### **Construction Working Group Minutes**

- project 19 Holly Walk
- reference: Minutes\_CWG\_01
- date: 16.09.20
- issued by: Charlie Rudgard

#### Attendance:

Cindy Walters	1 Prospect Place
Ross McCalla	2 Prospect Place
Paul Hobson	3 Prospect Place
Leonard Geiger	4 Prospect Place
James Opie	1 Holly Place
Victor Lugger	2 Holly Place
Bill Humphries	7 Holly Place
Neil Adams	3 Benhams Place
Yoav Berari	18 Holly Walk
Daniel Doll-Steinberg	18 Holly Walk
Mark Waugh	Flat 5, 16 Frognall Gdns
Ulrica Thynne	Flat 4, 16 Frognall Gdns
Julie Livingstone	Flat 3, 16 Frognall Gdns
Daniela Gabsi	Flat 2, 16 Frognall Gdns
David Burgess	RGF, 16 Frognall Gdns
Alain Harari	Client
Joe Harari	Client
Charlie Rudgard	RHL Ltd Architect and Managers

#### 1. Introductions

Members of the group introduced themselves.

Joe and Alain Harari (JH and AH)are the Owners of the site and the Clients for the project.

Charlie Rudgard (CR) is the Architect who has taken over from the previous Architects 'Square Feet" and is responsible for pre construction works and for the construction management and organization of the project; he gave his details to all attendees for future reference.

All residents who attended signed in and gave their details for future reference.

Andrew Parkinson the Camden Ward Councillor has offered to chair the CWG but apologized that he could not attend the first meeting.

#### 2. Construction Management Plan

CR tabled the draft Construction Management Plan CMP along with a site layout and a programme of works.

CR presented drawings that illustrated the site set up and explained that the only practical access to the site for lorries was by backing up the hill from Church Row using a banksman. Signs would be displayed at the top and bottom of Holly Walk to prevent vehicles trying to use the road during a delivery. Various residents expressed their concerns about the practicalities and day to day working of this and CR agreed to spend more time looking at ways of keeping obstruction to the minimum. Van deliveries for small items would be delivered via Frognall Gardens which would ease the traffic flow. A pedestrian route through the cemetery which bi passes the site already exists. No road closures are envisaged for this project other than for the Statutory Authorities installing service connections.

Camden have asked for a noise level test to be carried out prior to works commencing.

CR explained that party wall movement and adjacent houses movement monitoring will be carried out during the works. A surveyor will routinely be coming to site and measuring if there has been any movement at critical points around the adjacent properties.

CR confirmed that the site would be part of the 'Considerate Contractors Scheme' and that all information relative to this and the project in general would be posted on the site hoarding.

The Considerate Constructors Scheme is a not-for-profit, independent organisation founded to raises standards in the construction industry.

CR commented that as well as himself that there would be a Site Foreman on site throughout the duration of the project who would not be 'on the tools' (physically working on the site). The Site Foreman will make himself known to all neighbours and that if there are any concerns during the works that they are in the first instance directed to him.

CR explained that air quality and dust would be monitored during the project and that on dry days during demolition the dust would be damped down. The scaffold and hoardings would have Mono Flex coverings to enclose any dust.
The residents raised concerns relative to the noise and vibration in the vicinity of the site during the demolition and construction of the basement. CR explained that this would be a relatively quiet building site and the noisiest job, taking one or two days ,would be the Garage slab.

Several residents asked about working hours and CR assured everyone that the site would only operate within Camden's approved working hours times; 8am to 6pm mid week and 8am to 1pm on Saturdays. On the majority of days work would cease at 5pm. Particularily noisy works will be restricted to between 9am and 4pm. No work is allowed on Sundays or Bank holidays.

The plans and perspective views and the intended materials to be used were displayed for everyone to look at and CR answered several queries about the buildings height and its proposed construction materials. CR confirmed that the drawings displayed have obtained planning permission.

## 3. Construction Method Statement

During the later stages of the CWG the Groundwork sub-contractor will submit a Method statement of how he proposes to carry out the foundations works this will be followed by the Steel installer's plan as well.

## 4. Construction Programme

CR presented the draft construction programme which includes 2 weeks of demolition and hoarding construction at the start of the project in late October. There is a tentative start date of November for the main Ground works following on from this subject to agreeing conditions with Camden.

The first third of the project would be taken up by the Basement works.

## 5. Any Other Business

There will be a first formal CWG meeting to be chaired by AndrewParkinson in approximately two weeks time; Daniel Doll-Steinberg, Victor Lugger, Mark Waugh and James Opie volunteered to attend as residents representatives.

CR commented that he would be happy to hold future CWG meetings at anytime to keep all neighbours abreast of the works.