

# Construction Management Plan

pro forma

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
26/04/2021	V1.0	Anthony Pyke
28/04/2021	V2.0	Anthony Pyke
30/04/2021	V3.0	Dariusz Szczupal (client input)
03/05/2021	V4.0	Anthony Pyke
<u>31/05/2021</u>	<u>V6.0</u>	<u>Anthony Pyke (&amp; client input)</u>

## Additional sheets

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

Date	Version	Produced by

# Introduction

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

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

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

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

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

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

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

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

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

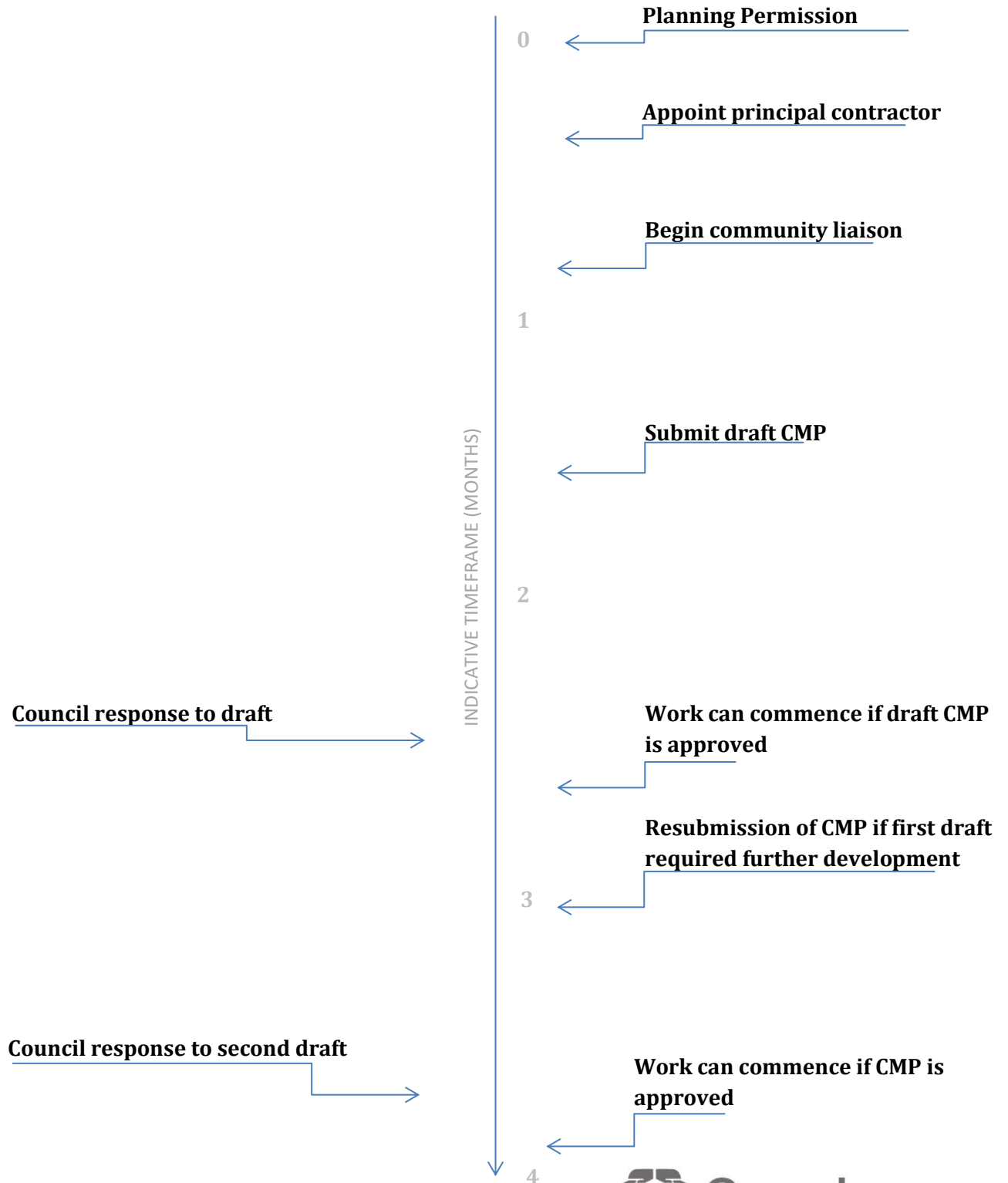
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

# 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: Flat 1, 123 Goldhurst Terrace, London, NW6 3EX

Planning ref: 2020/0293/P

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

Name: Nilesch Mahendra Shah BArch [HONS] DipARCH MArch ARB

Firm: RUSSIAN FOR FISH

Address: 14 The Stable, 16 Pixley Street, London, E14 7DF

Phone: 020 8895 6536 | 07941 646 946

Email: nilesch@russianforfish.com

Web: www.russianforfish.com

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Dariusz Szczupal

Firm: AODS building contractors ltd

Address: Unit 7, Meridian Business Park, Flemming Road, Waltham Abbey, EN9 3BZ

Phone: 07940950183

Email: sdariusz@icloud.com

Web: http://www.ao-ds.com/

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: Anthony Pyke

Firm: Diligent Design Group

Address: Downham Way, London, BR1 5HR

Phone: 07535342575

Email: diligentdesigngroup@gmail.com

Web: [https://diligent-design-group.ueniweb.com/?utm\\_campaign=gmb](https://diligent-design-group.ueniweb.com/?utm_campaign=gmb)

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: Dariusz Szczupal

Firm: AODS building contractors ltd

Address: Unit 7, Meridian Business Park, Flemming Road, Waltham Abbey, EN9 3BZ

Phone: 07940950183

Email: sdariusz@icloud.com

Web: <http://www.ao-ds.com/>



# 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.

No. 123 Goldhurst Terrace is in the London Borough of Camden, located near the junction with Fairhazel Gardens which is located to the South West. Greencroft Gardens is located to the North and Fairfax Place to the East of Goldhurst Terrace.

It is approximately 500m south of Finchley Road Underground Station and 450m southwest of the junction between Goldhurst Terrace and the A41 Finchley Road. The surrounding area is mainly residential; however, Broadhurst School is located to the north at 19 Greencroft Gardens.

This development constitutes the construction of a side infill and rear extension to the rear of Flat 1, 123 Goldhurst Terrace and the extension of the existing basement area. The works will form an enlarged dwelling house suitable for a growing single family.

123 Goldhurst Terrace is a Victorian mid-terraced house, located within the South Hampstead Conservation Area. The property comprises three dwellings.

The property is finished in red brick, with red brick arches and red brick banding to the front elevation.



image: aerial view of 123 Goldhurst Terrace

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 proposed alterations that constitute the works are:

1. Construction of a bin store and privacy screen to front of the property
2. Construction of a single storey side infill extension and rear extension at Ground Floor level
3. Excavation under existing property to extend the existing basement

Land Use & Massing:

- Total site area: 200 sq. m.
- Existing Footprint: 98.5 sq.m
- Existing GF GIA: 80 sq.m
- Existing Basement GIA: 8.5 sq.m
- Proposed Footprint: 115.5 sq.m
- Proposed GF GIA: 95 sq.m
- Proposed Basement GIA: 87 sq.m

The main issues associated with the development will be working in close proximity to the existing residential dwellings whilst the works are undertaken. This in particular impacts:

- Residents remaining in the property during the works.
- The adjoining properties at 121 and 125 Goldhurst Terrace.

This however can be managed by the implementation and adherence of Safe Systems of Work.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The works are scheduled to commence mid 2021, and due for completion late mid 2022. It is envisaged that the duration of works described will be 50 weeks. A detailed Programme to be provided in due course. The high level stages will be as follows:

- Site Setup. 2 weeks
- Stripping Out Works. 3 weeks
- Underpinning to Perimeter Walls 12 weeks
- Temporary Support Works to Existing Superstructure 4 weeks
- Initial Reduced Level Dig. 4 weeks
- Bulk Excavation to Lower Ground Level 5 weeks
- Structural works 12 weeks
- Superstructure construction 16 weeks
- Finishing 12 weeks
- Site clear up 2 weeks

Note, there will be an overlapping of phases.

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

- 8.00am to 6pm on Monday to Friday

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

The standard working hours will be as above.

# Community Liaison

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

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

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## 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.).

The surrounding area is mainly residential, including the adjoining properties at 121 and 125 Goldhurst Terrace, which share a party wall. However, Broadhurst School is located to the north at 19 Greencroft Gardens and there are local retail businesses located at Fairhazel Gardens, as well as a couple of private businesses located on Goldhurst Terrace itself.

The impact to each stakeholder can be categorised into the following risk areas:

- Noise
- Vibration
- Dust
- Waste
- Traffic
- Access.

With specific regard to the Broadhurst School, the Site Manager will liaise with the school's Management Team to ensure that normal school operations are not unduly disrupted and also confirm busy periods. Traffic will be coordinated to ensure that deliveries and waste removal takes place outside of the school's busy periods.

The neighbouring properties will require unhindered access at all times. The works are to be conducted in such a manner to ensure that neighbouring residents, visitors and the general public are not unduly disturbed. Deliveries and waste removals will be planned to ensure that they do not coincide with busy periods throughout the day.

The impact of each risk area noted above have been further assessed later on in this document and suitable mitigants have been identified.

## 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 letter drop has been undertaken explaining the intentions and the methodology of works including information about how the Construction Management Plan can be accessed. This letter has been provided to all neighbouring properties including 121 and 125 Goldhurst Terrace, the residents of the mews behind 123 Goldhurst Terrace and retail businesses along Fairhazel Gardens. This includes Beautiful Hairdressers, Fairprice Superstore, Nona Restaurant. and GTC Gym.

A second physical consultation was also conducted on 26 February 2021 with the local residents and businesses and minutes of these meetings have been appended to this document.

The three Ward Councillors have also been sent the consultation letter on 27 May 2021.

## 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.

Whilst the works are not considered particularly sensitive/contentious, given that there has been a large ongoing development at 115-119 Goldhurst Terrace, AODS Building contractors Ltd who will be responsible for the construction of this site are acutely aware of the impact on neighbouring properties.

As such, the following activities will be implemented with regards to community liaison and consultation in connection with the development and seek regular improvement and upkeep of the CMP.

The residents will be kept informed about unavoidable disturbance such as unavoidable noise, dust, or traffic disruption. Clear information will be given well in advance and in writing.

Continuous liaison will be maintained with the local community, before works commence, during the works and in particular in case of exceedances, change of techniques and/or methodology of undertaking the works and complaints /concerns.

The site manager will be our first point of contact for any liaison with the local community including addressing any complaints or concerns. The site manager will also be supported by the community liaison officer. A contact board will also be displayed prominently on the site with the following information being made available.

1. The Title 'Contact Board'
2. AODS Building Contractors' name, address and the person to whom correspondence should be addressed.
3. Name of the site manager.
4. Month and year of completion of the works,
5. Name and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from the works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed.

Any design changes or updates to timescales will be provided via a community newsletter.

### 13. Schemes

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

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

The project will be registered with Considerate Contractors scheme. Particular initiatives will be:

- Control of the works so that dust and waste from the construction activities cannot blow into surrounding areas
- Noise minimisation consistent with good construction practice
- Clean and neat front of house site presentation
- Courteous approach to the local residents and general public by the site personnel
- Carefully scheduled deliveries so that lorries do not back up and cause congestion in the surrounding areas • Provide local employment opportunities
- Provide local procurement opportunities
- A local newsletter will be made available to local residents
- AODS Building Contractors are in possession of a copy of Camden's "Guide for Contractors" and will adhere to this.

## 14. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

The existing street where the site is located currently has a number of consented development works. The Site Manager will liaise with the Construction Project Managers of these consented developments and any other consented developments to ensure that all deliveries are coordinated where possible. In particular, the following measures will be taken:

- The number of vehicles used will be minimised by communicating with the other construction site teams and where feasible, plans will be drawn up to use the same suppliers.
- There will be a plan in place to delivery materials only when needed.
- A no waiting time policy will be implemented so no build up of traffic occurs
- Vehicles will always have their engines turned off when there at a waiting point.
- Schedules will be in place to organize the deliveries and construction vehicles such that no overlapping and waiting of vehicles occurs.

See appendix for travel details

# Transport

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**



Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## CLOCS Contractual Considerations

### 15. Name of Principal contractor:

Firm: AODS building contractors ltd

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

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible.

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

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

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

### 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:

I, Dariusz Szczupal (Site Manager) at AODS Building Contractors Ltd, confirm that the requirement to abide by the CLOCS Standard will be included in all sub-contractor and supplier orders.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

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

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

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

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

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

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

Refer to travel plan appended.

Vehicles will travel to site via the ‘A’ roads and major roads in the borough, wherever possible, to enter and leave site, ensuring that where possible, residential streets are avoided. Unless where/when it is absolutely unavoidable, the use of residential streets by construction lorries are not tolerated. The site is surrounded by a number of ‘A’ roads and therefore the use of residential streets is unlikely (except to access Goldhurst Terrace).

Access will take place from the A41 (Finchley Road) where vehicles will approach from either north or south on this main road the junction with Goldhurst Terrace. Vehicles will travel southbound on the one-way street until they reach the site location and pull up under the control of the site banksmen.

Egress will take place under the control of site banksmen and travel southbound to the end of the road. All vehicles will turn left and carry on to the roundabout, where they will take the third exit onto Hill Grove Road and then continue onto the A41 (Finchley Road).

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.

AODS Building Contractors Ltd will contact suppliers, sub-contractors and waste companies, instructing them to use appropriate timings to access the site and communicate this limitation to all of their drivers. Deliveries are to be planned and timings will be as agreed between the delivery contractor and Site Manager. All drivers will be only be permitted to arrive at their allotted time window. If they arrive outside this time, and there is no access onto the loading/delivery location, they will be turned away. This will allow the banksman to be ready for the delivery driver as he approaches site, ensuring minimum disruption in the immediate streets, and to avoid vehicles waiting.

Vehicle Call Up Procedure/Vehicle Holding Areas: Pre-arranged delivery times will be set by the site manager, to ensure that there is no more than one delivery vehicle arriving simultaneously. Drivers will be required to contact the site 30 minutes prior to arrival, in order to ensure that a space is available for them, with this requirement forming a part of all contract documentation

**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 types of construction traffic will be as follows for each phase of the construction process:

#### 3 Axle Tipper

This vehicle will be approximately 8.0 metres long, 2.5 metres wide and 3.5 metres high. It is anticipated that up to 2-3 vehicles per day will access the site during the demolition and excavation phases of the works with a dwell time of 30-40 minutes.

#### Concrete Lorries

This is the largest vehicle that is anticipated to access the site. Concrete vehicles will be approximately 8.3 metres in length with a width of 2.5 metres and a height of 4.0 metres. Deliveries will take place during the structural phase of the programme and it is anticipated that an average of 1-2 vehicles could be expected during underpinning. These vehicles will have an average dwell time of 30 minutes.

#### Flat-bed Truck/ Panel Van

These vehicles are typically 7.0 metres long and 2.4 metres wide. Flat-bed vehicles will be used to deliver various materials including steel work, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. Deliveries are likely to be expected on average 1 to 1 times per day throughout the works with a typical dwell time of 20 minutes.

#### Transit type vans

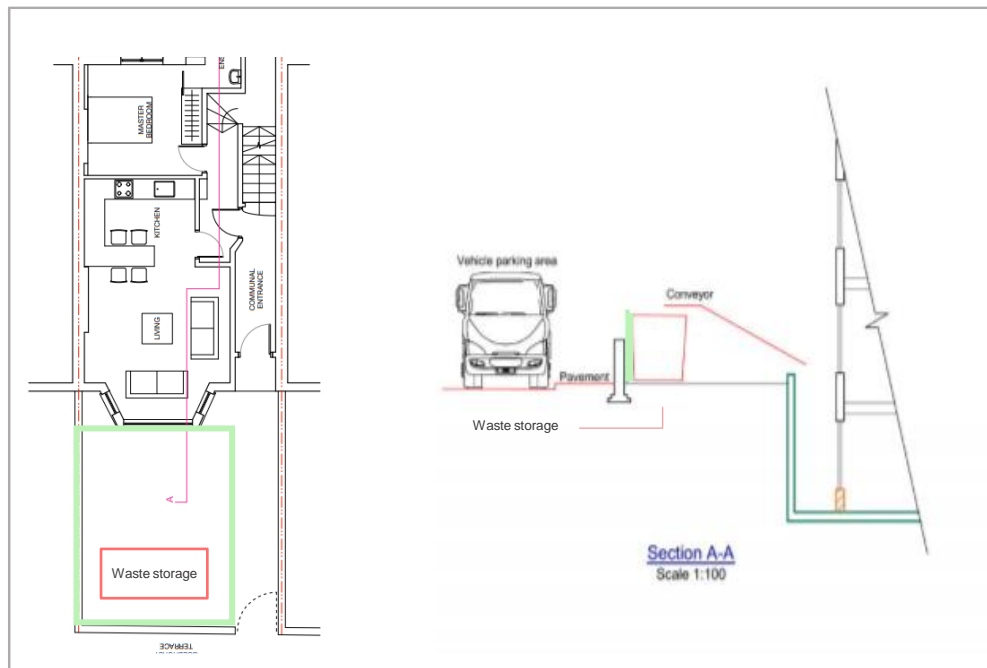
These would be up to 6.0 metres in length and 2.0 metres wide and would primarily be associated with tradesmen that would be visiting the site during the latter stages of work such as electricians, plasterers and decorators. There could be in the order of 1 to 2 movements per day with a dwell time of 10 to 15 minutes.

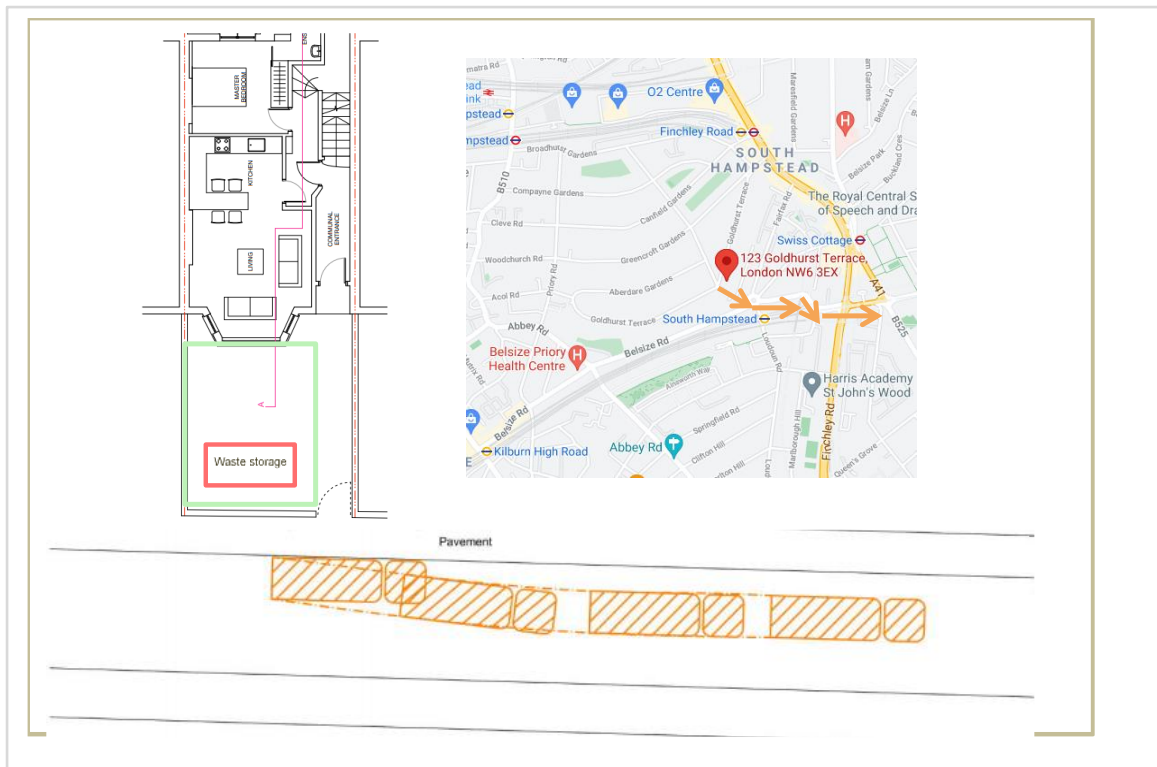
b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very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

The local area and the main route to the site have been assessed and the only current project of significance that could impact on our works or our works on theirs is that at 115 – 119 Goldhurst Terrace. That site is in the final stages of development and is due for completion within 3 months. By the time our works commence, it is anticipated that there will be very little cumulative impact of construction traffic. Notwithstanding this, we will liaise with the main contractor to coordinate our planning and ensure traffic management is co-ordinated.

Should other projects come on-line, then we will liaise with the main contractor to coordinate our planning and ensure traffic management is co-ordinated. As the site is located in close proximity to Broadhurst School (located on Greencroft Gardens), it is proposed that delivery and collection times will be restricted to the hours of 9:30 to 12:00 & 13:30 to 15:00 Monday to Friday during term time and 08:00 to 13:00 on Saturdays. Outside of school term time, deliveries will be permitted between 09:30 and 16:30 Monday to Friday and between 08:00 and 13:00 on Saturdays.

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





d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

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

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

No off-site holding areas are anticipated.

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.

Local Merchants and building suppliers will be used wherever possible to simplify delivery arrangements and keep the carbon footprint down for the project.

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

It will be ensured that all vehicles switch off their engines when stationary where possible – ie minimising idling vehicles.

All drivers coming to the site will be provided this guidance along with access maps.

Traffic marshals on site will mandate this policy.

**20. Site access and egress:** *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

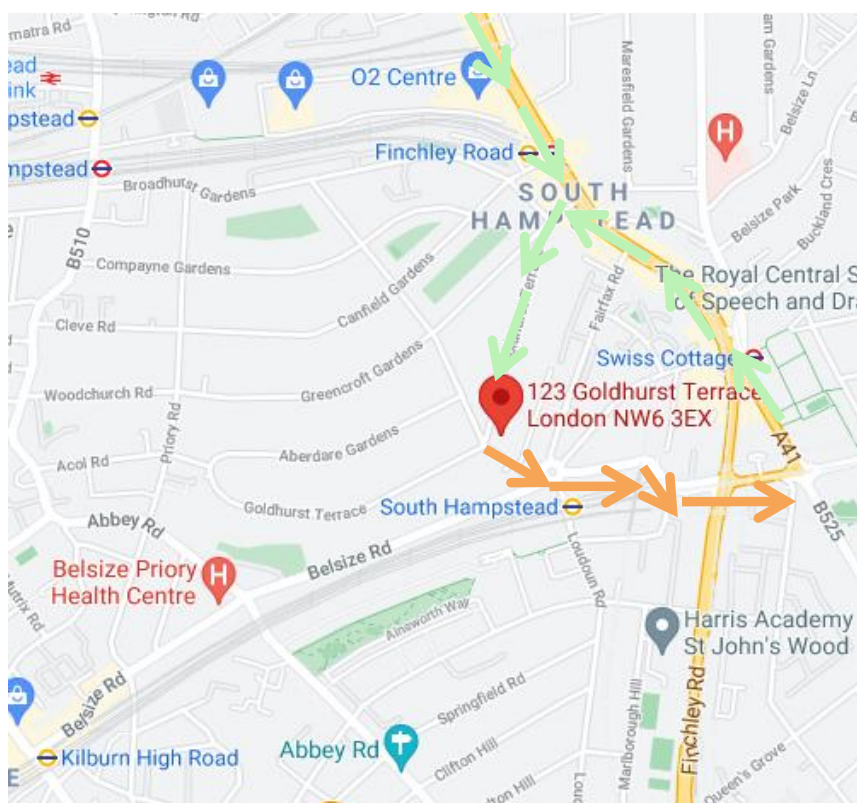
Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should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

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



Vehicles will travel to site via the 'A' roads and major roads in the borough, wherever possible, to enter and leave site, ensuring that where possible, residential streets are avoided. Unless where/when it is absolutely unavoidable, the use of residential streets by construction lorries will not be tolerated. The site is surrounded by a number of 'A' roads and therefore the use of residential streets is unlikely (except to access Goldhurst Terrace).

Access will take place from the A41 (Finchley Road) where vehicles will approach from either north or south on this main road to, the junction with Goldhurst Terrace. Vehicles will travel southbound on the one-way street until they reach the site location and pull up under the control of the site banksmen.



→ Route in

→ Route out



Access to Goldhurst Terrace (one way)

Egress will take place under the control of site banksmen and travel southbound to the end of the road. All vehicles will turn left and left again onto Belsize Road and carry on to the roundabout, where they will take the third exit onto Hill Grove Road and then continue onto the A41 (Finchley Road).



Left turn onto Fairhazel Gardens



Left turn onto Belsize Road

b.

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.

Vehicles are not permitted to enter the site and will only permitted to enter from the road (highway). reverse into or out of site unsupervised at any time. All reversing on site will be under the control of the banksman. The banksman will:

- Be dressed in orange high-visibility clothing to distinguish him from all other site personnel. • Be in direct radio communication with the site manager.
- Ensure that that the public have been given right of way on the footpath and pedestrian crossing prior to allowing a vehicle to enter/exit site.
- Control all vehicles in and out of site.
- Ensure the site gates are closed and are secure once the vehicle has passed.
- Ensure that all manoeuvring only takes place when under his control. A Logistics Coordinator will be expecting the planned deliveries and will manage access, unloading and egress to, from and within the site.

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.

Refer to 19C

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.

No vehicle will enter the site perimeter, therefore they will not be exposed to soft standing.

~~Once the vehicles have vacated the parking spaces along 123 Goldhurst Terrace, s~~Site staff will hose down the pavement and road-side to clear any dropped soil and debris. This will take place at the end of the day and when required, during the day too.

**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.

All deliveries will be taken from the entrance at the front of Goldhurst Terrace when the parking bay space outside the property is available. Note, the homeowner's vehicle is usually parked in this space.

In order to protect pedestrian safety, during the ~~20-minute~~ HGV loading period, the pedestrian footway adjacent to the permitted development site will be temporarily closed.

Closed barriers will be used at both ends of the footway during the periods when it is closed. ~~Signs showing the footway is closed and directing pedestrians to the opposite footway will also be provided at both ends~~

Banksman will be used at either end to direct pedestrians across the road safely and they will ask pedestrians to hold whilst deliveries are taking place. This will be for a maximum of a couple of minutes and if required, the unloading / loading of deliveries will be paused to allow pedestrians to pass.

Deliveries will be ordered at just in time basis, so no excess of materials are being delivered at one time

Stopping and / or queuing will NOT be permitted at any time. The Principal Contractor will adopt a strict delivery regime to mitigate any disruption to traffic flow on the surrounding road network. This will ensure the safe and free flow of traffic.

The Principal Contractor will maintain contact and dialogue with the Local Authority Street works team to identify any impact from their roadworks list and planned statutory undertaker street

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.

[Refer to 20B](#)

## Street Works

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

**Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.**

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

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

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

### **22. Site set-up**

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.



### 23. Parking bay suspensions and temporary traffic orders

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

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

Information regarding parking suspensions can be found [here](#).

It is not envisioned that any parking bay suspensions will be required. Delivery vehicles will stop as close to the entrance of the site as possible. Usually, the homeowner's vehicle is parked outside of the property and this will be moved as required.

As per the answers provided in Q19, the maximum dwell time at any period is expected to be 30 mins, and it is expected that this can be managed without requiring a bay suspension.

In the event that a longer dwell time is expected, a bay suspension will be booked in line with Camden's rules and associated costs.

## 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.

It is not envisioned that footways will require closure during the works. However, larger deliveries and refuse removal will be made by craned lorries with enough range to place the load within the site boundary.

Trained banksman will be on hand to redirect pedestrian traffic or pause the operation to allow them to pass or pause the operation to allow pedestrians to pass.

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

It is not envisioned that highway works such as temporary vehicular access will be required.

## 25. Motor vehicle and/or cyclist diversions

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



No diversions are required to the public highway

## 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.

Appropriate signage and barriers will be used to direct cyclists and pedestrians to alternative routes away from any construction works.

The safety of all resident pedestrians or cyclists are paramount and site conditions will be monitored throughout the works and adapted to suit.

All delivery vehicles will report to the site office at the entrance and from there, they will be marshalled to their designated area. All vehicles will abide to the speed limit.

The site manager will ensure the road outside of the site is regularly patrolled (minimum twice daily) to ensure that the adjacent roads and footpaths are clear of any site debris.

We will as part of our sub-contractors procurement process, ensure that all subcontractors and suppliers delivering materials to site, follow the conditions outlined in the Standard for Construction Logistics and Cyclist Safety (CLOCS).



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.

It is not considered that any temporary structures will overhang the public highway.

## 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.

No new services are anticipated.

All alterations to the connections with existing services will be made within the site boundary. No alterations to services under the public footpath or the public highway are anticipated.

# Environment

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

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

Demolition and construction work by its nature can cause noise, noise being created by mechanical plant, cutting, drilling etc. All noisy works will be restricted to the specified times between 09:00 and 16:00hrs.

However, these times will be reviewed specific to the works being carried out and following consultation with Camden and the residents of Goldhurst Terrace. No noisy operations will be undertaken outside of the standards hours without prior written approval of the Local Authority.

Modern machinery and equipment will be used to minimise noise and vibration.

The works which are considered to be noisy works are:

#### Reduction of levels and excavations:

All excavation will be carried out by hand or utilising a micro excavator. Spoil will be stored on-site within the sites with materials being removed from site on a regular basis by muck away lorries

#### Cutting and Grinding

All cutting, grinding and sawing will be restricted on-site and pre-fabricated material and modules will be brought in where possible. In cases where such work must take place, spraying water, preferably from a water efficient spray pump, over the material as it is being cut will reduce the amount of dust generated. Compressors omit higher levels of noise, vibrations and dust. Therefore, renewable, mains or battery powered plant items will be used where possible.

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 conducted prior to starting any noisy works and a copy will be provided in due course.

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

This will be provided in due course along with the noise survey.

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

[Best Practicable Means \(BPM\)](#) measures which are to be implemented on site to mitigate noise, but not limited to, are:

- Carry out compliance real time monitoring of on-site levels to ensure that the agreed noise and vibration limits are adhered to.
- Where reasonably practicable, adopt quiet working methods, using plant with lower noise emissions
- Where reasonably practicable, adopt working methods that minimise vibration generation
- Use silenced and well-maintained plant conforming with the relevant EU directives relating to noise and vibration
- Plant, machinery and vehicles to be started sequentially rather than all together
- Avoid unnecessary revving of engines and switch off when not required
- Carry out regular inspections of noise mitigation measures to ensure integrity is maintained at all times
- Provide briefings for all site-based personnel so that noise and vibration issues are understood, and mitigation measures are adhered to. Manage plant movements to take account of surrounding noise sensitive receptors, as far as it is reasonably practicable
- Locate plant away from noise and vibration sensitive receptors, where feasible
- Minimise drop heights of materials.

#### [Targets](#)

- All equipment should meet EU noise emission standards.
- Reducing noise from very noisy activities should be considered in detail.
- All equipment should be silenced, and acoustic screens erected where possible.
- Neighbours should be advised well in advance of any particularly noisy activities.
- Site practices should meet BS 5228 which provides guidance on noise control on construction sites.

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

AODS Building Contractors Ltd are aware of the requirements of BS 5228:2009 and all Managers have attended the Site Managers Safety Training Scheme (SMSTS). All subcontractors will be vetted for knowledge of BS 5228:2009 and with "Toolbox Talks" being used to inform all site personnel of noise and vibration control.

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

The Control of Dust and Emissions During Construction and Demolition SPG will be adhered to prevent dust nuisances arising on site.

The following measures with regard to dust mitigation measures will be also be adopted, where practicable, to prevent, suppress, contain and manage dust from site activities and minimise disruption or nuisance to neighbouring occupiers.

Dust will be dealt with using the following hierarchy:

- Prevention
- Suppression
- Containment

Dust will be addressed at source. All work operations where there is a risk of dust will be controlled by wetting-down, the use of extraction equipment or similar. All vehicles removing waste materials will be suitably sheeted or enclosed. At all times, AODS will comply with all relevant Environmental Health Legislation, and will take a pro-active approach to pollution, by way of dust or airborne particles to minimise risk and disturbance to the site operatives, adjacent buildings and the general public.

Where machines are provided with suppression covers these will remain closed whilst the machine is in operation. Where it is impossible to reposition a potentially dust producing piece of machinery, hoardings and enclosures will be constructed to contain and minimise the potential nuisance.

Liberal amounts of water will be used for dust suppression throughout the works. The runoff from the dust suppression activities will be minimal, as most will be absorbed within the masonry arisings. Any excess water will be channelled into the (previously filtered) existing site drainage system. Filters will be installed to the existing drainage system before works begins. The discharge of any water will be managed to prevent contamination of the existing watercourses. All water discharge will be monitored and metered, and all records will be kept on site.

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.

We do not consider that the nature of the works will generate the spread of any significant amount of dirt/dust onto Public highways.

All roads adjacent to the site and including the public highway will be swept as necessary and will be undertaken during times, such as the excavation works phase.

A thorough sweep will be made each Friday afternoon prior to the weekend period commencing.

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

See the statements above with regard to noise, vibration and dust levels.

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

Please see the AODS Projects Project Dust Risk Assessment which identifies the risk levels and identifies the appropriate measures to be applied within the GLA mitigation measures checklist.

See Appendix

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

AODS Building Contractors confirm the GLA 'highly recommended' measures from the SPG document have been addressed as part of the Air Quality Risk Assessment and the GLA mitigation measures have been addressed in the risk assessment.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

N/A

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).

If there is evidence of rodents, then a qualified British Pest Control Association (BPCA) company will be engaged to eradicate the rodent infestation in accordance with industry working practices.

The existing / new below ground drainage will be sealed during the construction process by the use of pipe bungs and sealed manhole covers, to prevent the rodents from entering the drainage system.

During the works the monitoring for rodents will continue to ensure the sites are kept free at all time, so far as reasonably practicable, from rodents. Contact details of the specialist pest control company will be kept on site in the event that any termination is required.

The site shall be kept free of food waste as much as possible and wherever practicable, using regular waste removal to reduce the risk of habitable environment for unwanted rodents/attracting rodents to site (pursuant to Pests Act 1949).

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

An asbestos survey will be carried out and any key findings provided in due course.

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.

Due to the size of the project, there will only be a small team on site at any one time.

No smoking will be permitted on site.

As part of the site rules bad language and unnecessary shouting will not be tolerated by site personnel.

All site personnel will be site inducted and regular “toolbox talks” will be given on site conduct.

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

#### **From 1<sup>st</sup> 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 1<sup>st</sup> 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): 50 weeks from 14 July 2021 (estimated)
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: To be provided in due course
- 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: The Site Manager will be responsible for monitoring and record keeping of any machinery on site.
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: The Site Manager will have the appropriate documents and photographs filed on site.

• SYMBOL IS FOR INTERNAL USE



# Agreement

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

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

**Signed:** .....*A Pyke*.....

**Date:** .....01/05/2021.....

**Print Name:** .....Anthony Pyke.....

**Position:** .....Consultant.....

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.

# Appendices

1. Consultation details
2. Existing highways arrangement
3. Travel details / plan
4. Project noise & dust risk assessment

## SHAHIL & NISHA KOTECHA

8 February 2021

Dear Neighbour,

**RE: Community Liaison - Construction Works at 123 Goldhurst Terrace, London NW6 3EX.  
Planning Consent: Ref: 2020/0293/P**

We write to inform you that following the grant of planning consent under planning ref: 2020/0293/P for the redevelopment of the site referenced above, construction is due to commence in mid 2021 and complete in mid 2022.

Our project team have put in place a number of measures to ensure the development is considerate to our neighbours and the surrounding area. The measures include the following:

- Demolition and construction works which are audible will only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No construction will be carried out on Sundays, Bank or Public Holidays.
- Traffic management and access arrangements have been configured for cyclist, pedestrians and vehicles to reduce the numbers of construction vehicles accessing the site during peak hours.
- The construction includes hoardings and dust covers to minimise the impact of the development on local air quality throughout the demolition and construction process.
- The storage of demolition/construction materials on site will be done in a manner that minimises its visual impact on the surrounding area.

Further details relating to the construction management can be accessed by emailing Anthony Pyke of Diligent Design Group at [diligentdesigngroup@gmail.com](mailto:diligentdesigngroup@gmail.com).

Please raise any comments or queries relating to the project by 5 March 2021 by sending an email to our site Project Manager.

Please see below contact details for the site Project Manager:

Mr Dariusz Szczupak, AODS Building Contractors Ltd, [sdariusz@icloud.com](mailto:sdariusz@icloud.com)

If you would like the opportunity to meet with a representative of the contractor, please let us know and we will arrange a time and date to meet. If you have any concerns or questions at any time, please feel free to contact us.

Yours faithfully,



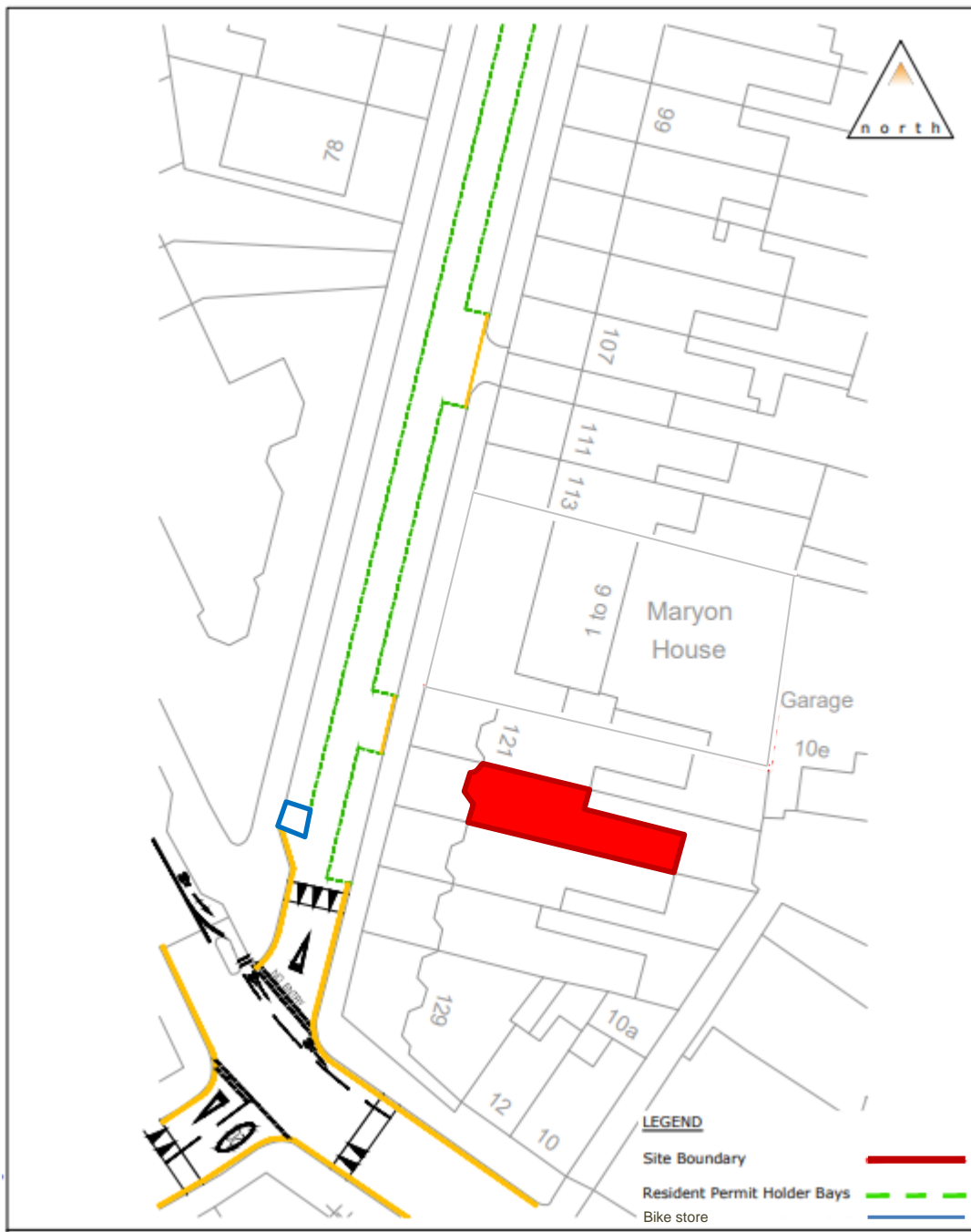
For and on behalf of Shahil & Nisha Kotecha

Flat 1, 123 Goldhurst Terrace  
South Hampstead,  
London, NW6 3EX

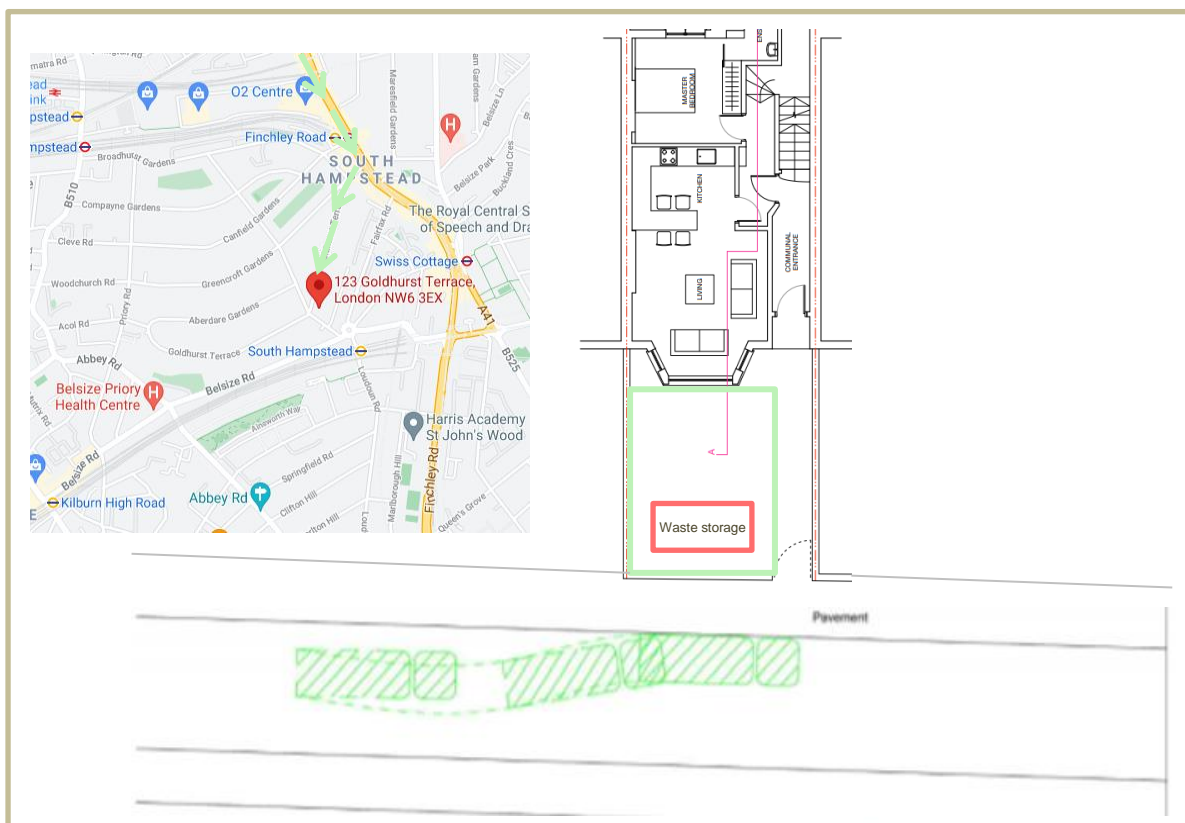
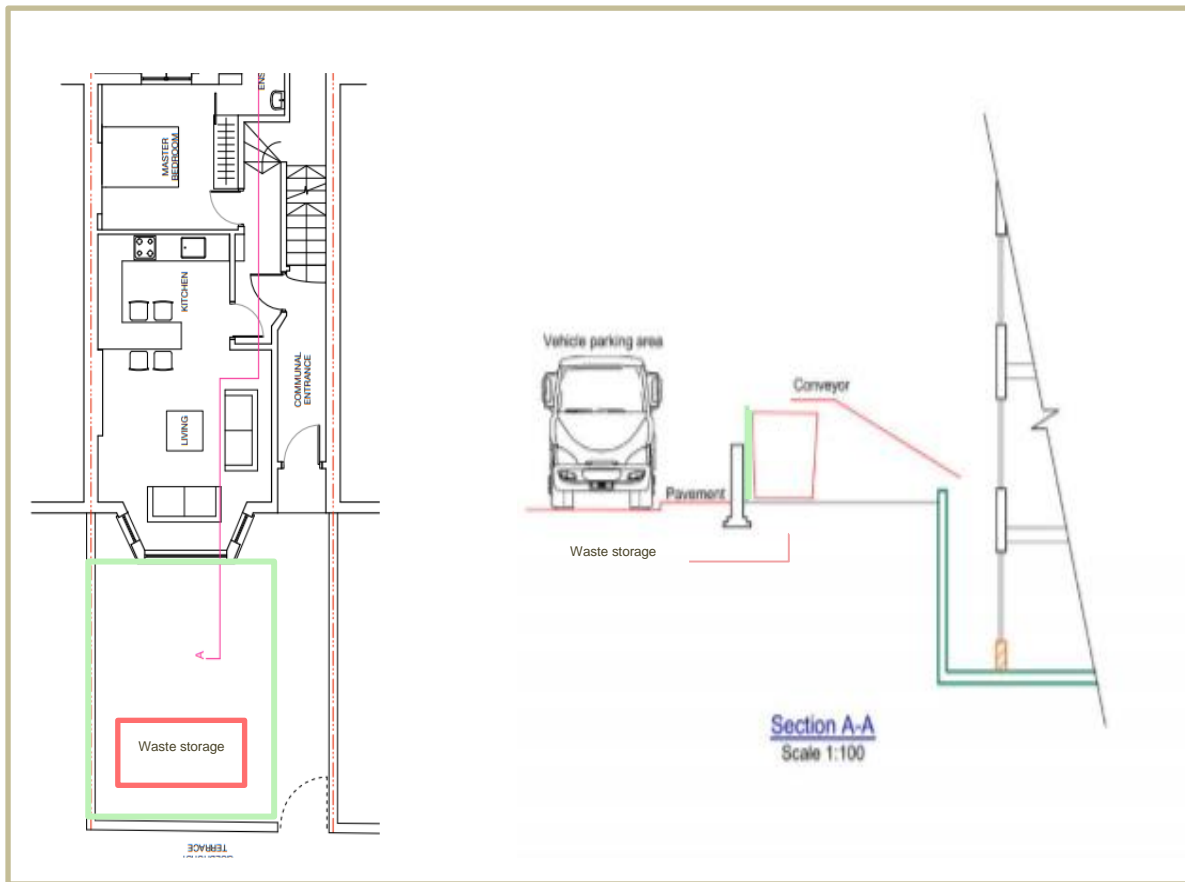
e: [shahil@pivoffinance.co.uk](mailto:shahil@pivoffinance.co.uk)  
t: +44 (0)7961 809 816

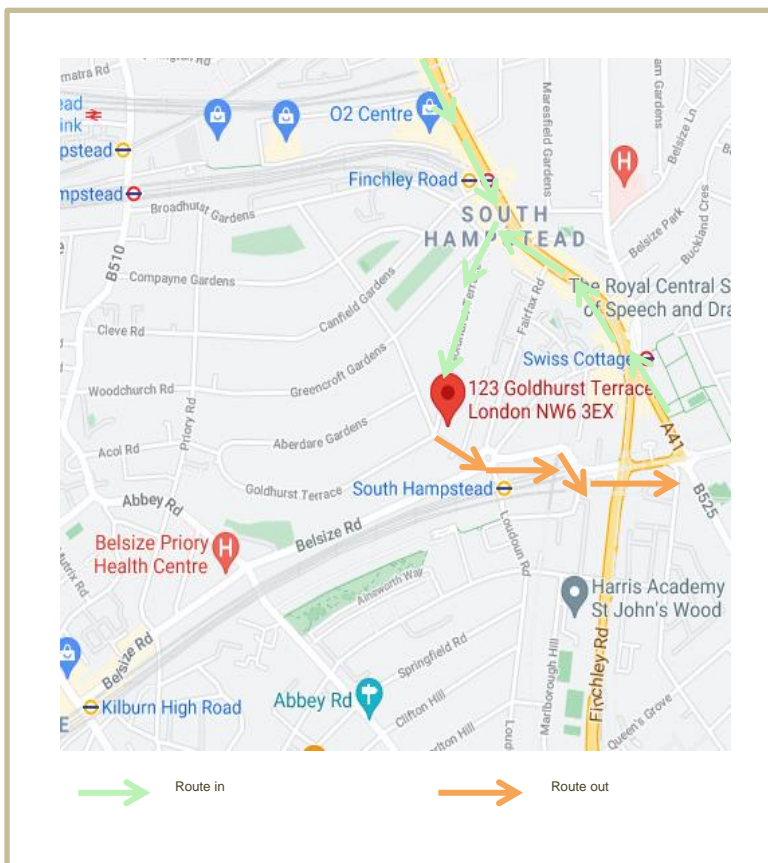
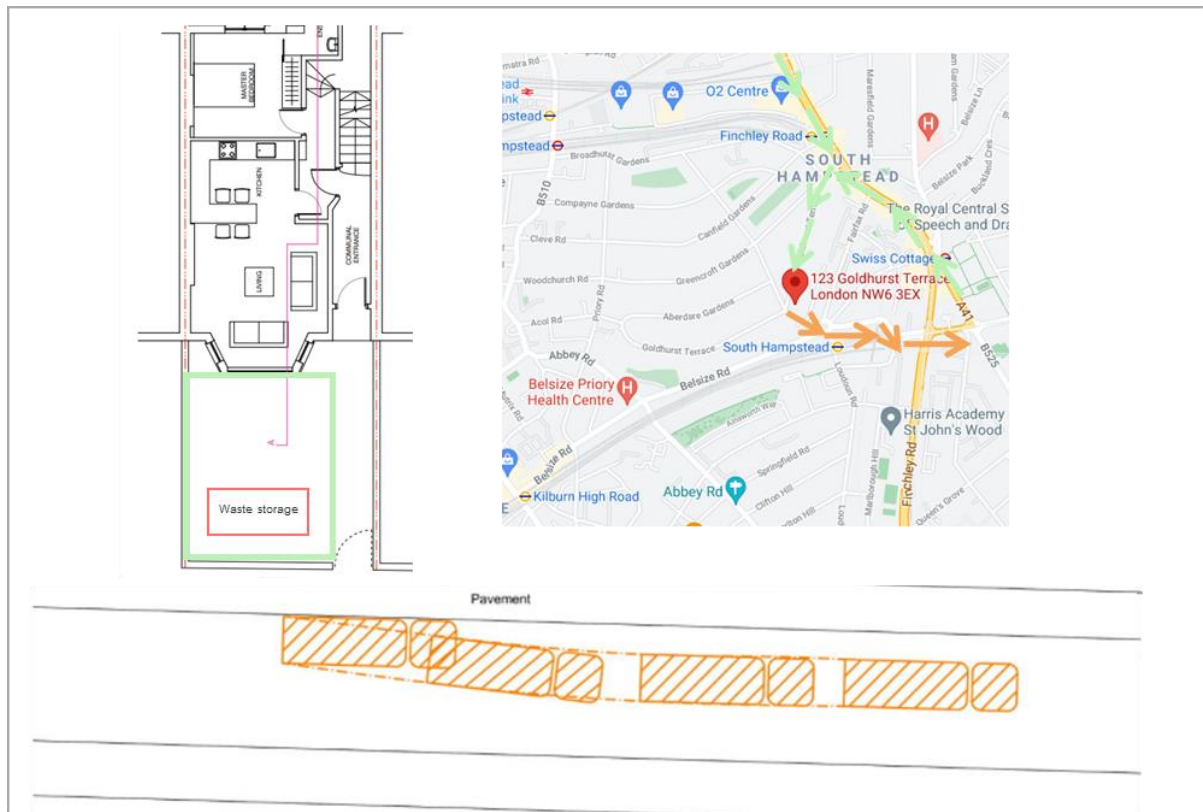
e: [nisha.nathwani@hotmail.com](mailto:nisha.nathwani@hotmail.com)  
t: +44 (0)7947 212 303

## 2.0 Existing highways arrangement



### 3.0 Travel details / plan





#### 4.0 Project noise & dust risk assessment

Issues	Potential	Mitigation
<b>Noise</b>	Increased road noise levels from vehicles. increased noise levels with workers on site. Increase noise levels from tools used on site Increased noise levels from plant on site	Defined working hours, only plants and equipment used when necessary. Vehicle routing. Beepers, radios etc. to be silenced. Engines turned off and all measures taken to keep noise levels down Only plants with noise reductions will be used
<b>Vibration</b>	Increased vibration levels from vehicles. increased vibration levels from tools and equipment. Increase noise levels from digging the basement.	Defined working hours. Phased deliveries to minimize number of vehicles attending site, Vehicle routing. Engines to be switched off when vehicles are idle on site.
<b>Dust/ air quality</b>	Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.	Cover all open backed vehicles, switch off vehicle engines when parked, cover all doorways and windows, and control the dust with ventilation. Cover waste skips on site, wait and loads for rubbish disposal. Ventilation when doing drilling, cutting, or grinding. Use water to reduce the dust on site. Keep air ventilation from basement to ground floor
<b>Waste</b>	Waste from construction (e.g., material removal and materials from construction), general waste from workforce.	Instigate Site Waste Management Plan and re-cycling program. All waste will be removed from site by qualified waste management companies Waste will be separated into different skips and removed from site All skips and waste will be covered Grab lorries to come at least once a day to remove the soil, clay.
<b>Water</b>	Increased sediment loadings to storm water system. Potentially contaminated storm water runoff. Service water from digging in the basement	Do not allow direct discharge of water into sewerage collection system. All water to be removed from the basement as soon as possible
<b>Traffic</b>	A relatively small increase in traffic expected during the construction phase.  Minor potential traffic disruption caused by site traffic.  Increased vehicle movements mainly consisting of Heavy Goods Vehicles (HGVs).	Phased deliveries to minimize numbers of vehicles attending site, switch off vehicle engines when parked, minimize abnormal loads.      Vehicles to be attended when at the site boundaries.

	Nominal levels of transfer of mud and material from vehicles onto the public highway. Exhaust emissions.	Vehicle routing applied to all vehicle commercial vehicles attending the site.
<b>Pedestrian access</b>	Restrictions on pedestrian access to walkways, footpaths, and roads.	Erect protective barriers and hoardings adjacent to public footpaths and use banksman to help them across the road safely. This will be for a maximum of a 20-minute period.
<b>Ecology</b>	Water / mud run off into the drains.	Do not allow direct discharge of water into sewerage collection system, utilize interceptors where necessary.