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HIRA CONSTRUCTION D&B Ltd

13 REGENT'S PARK ROAD,

LONDON, NW1 7TL

CONSTRUCTION MANAGEMENT PLAN

June 2022

Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
14/04/2022	**1**	**Esmail Ali (Paul Mew Associates)**
14/04/2022	**2**	**Esmail Ali (Paul Mew Associates)**
17/06/2022	**3**	**Esmail Ali (Paul Mew Associates)**

Additional sheets

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

Document	Date	Version	Produced by
A – Site location	12/04/2022	1	
B – Site Plan	12/04/2022	1	
C – Consultation Letter	12/04/2022	1	Esmail Ali (Paul Mew Associates)
D – Vehicle Routing	12/04/2022	1	Esmail Ali (Paul Mew Associates)
E1 – Vehicle Swept Paths	17/06/2022	1	Esmail Ali (Paul Mew Associates)
E2 – Vehicle Swept Paths	17/06/2022	1	Esmail Ali (Paul Mew Associates)
F – Highway Network	12/04/2022	1	Esmail Ali (Paul Mew Associates)
G - Asbestos Survey	02/12/2022	1	Southern Demolition Co. Ltd
H - CIA Checklist	12/04/2022	1	Esmail Ali (Paul Mew Associates)

Introduction

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

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

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

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

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

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

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

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

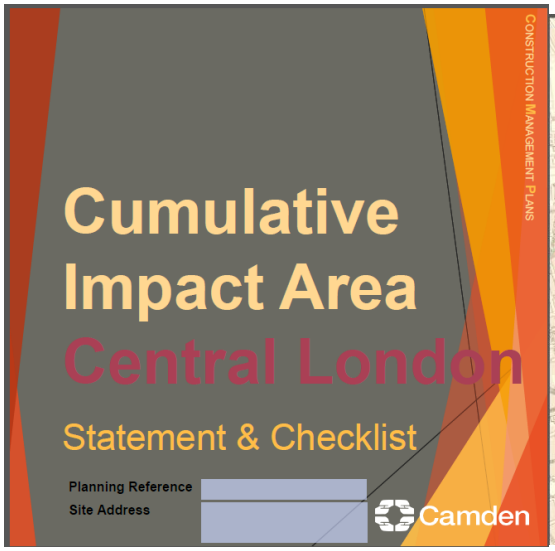
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

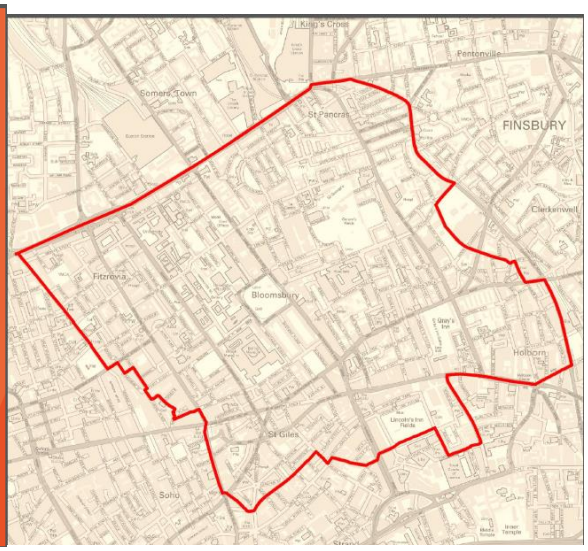
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

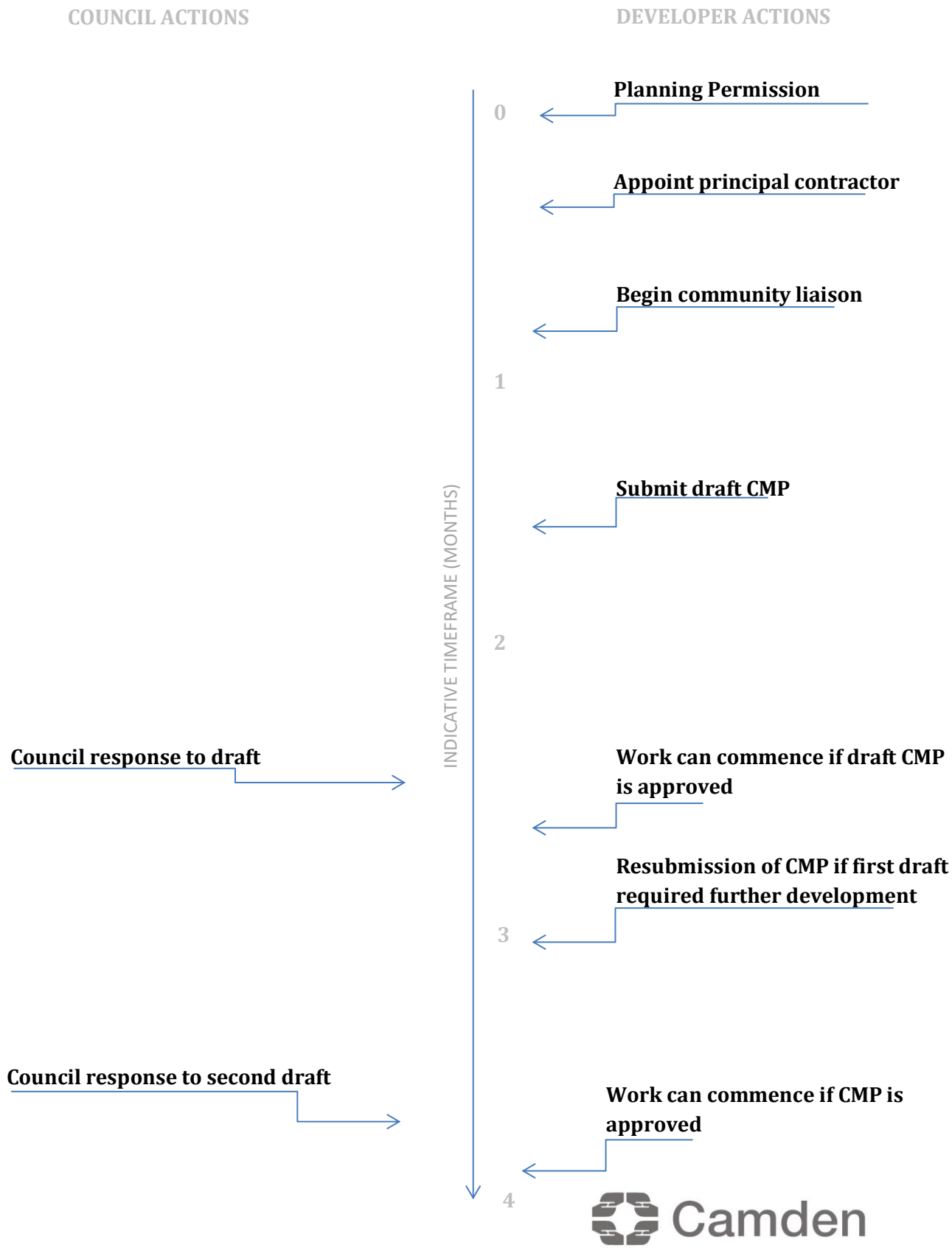
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation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

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





Timeframe


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

Contact

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

Address: 13 Regent's Park Road, London, NW1 7TL

Planning reference number to which the CMP applies: 2021/1586/P

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

Name: Paresh Govind

Address: Hira Construction D&B Ltd, Unit 24 Cygnus Business Centre,

Dalmeyer Road, NW10 2XA

Email: Paresh@hiraconstruction.com

Phone: 07957327193

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: Paresh Govind

Address: Hira Construction D&B Ltd, Unit 24 Cygnus Business Centre,

Dalmeyer Road, NW10 2XA

Email: Paresh@hiraconstruction.com

Phone: 07957327193

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: Paresh Govind

Address: Hira Construction D&B Ltd, Unit 24 Cygnus Business Centre,

Dalmeyer Road, NW10 2XA

Email: Paresh@hiraconstruction.com

Phone: 07957327193

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: Paresh Govind

Address: Hira Construction D&B Ltd, Unit 24 Cygnus Business Centre,

Dalmeyer Road, NW10 2XA

Email: Paresh@hiraconstruction.com

Phone: 07957327193

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 is located on the southern side of Regents Park Road and is bound to the north and south by residential properties. The site is well located with regard to the wider highway network and is accessed via Gloucester Avenue.

The surrounding area is mixed in uses, with the London Zoo located to the south of the site and commercial premises situated along Parkway Road and Camden High Street.

The roads adjoining the site are within Camden Council's controlled parking zone (CPZ) CA-J which operates Monday to Friday from 830am to 630pm.

The site location in relation to the surrounding area is attached at Appendix A.

The area adjoining the site has a public transport accessibility level (PTAL) rating of 3 which is a 'moderate' score as defined by Transport for London (TfL).

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 development proposal comprises of construction of a single storey basement under the existing footprint, creation of a front extension, recladding of existing ground floor extension and other façade alterations including new windows, doors and roof lights.

Refer to Appendix B for the approved site plans.

Challenges include the proximity to other residential dwellings as the property forms part of a semi-detached terrace.

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 construction work is expected to take 12 months starting from approval of this document.

Detailed information is not available at this stage of the proposal. A Gantt chart with key tasks, durations, and milestones would be submitted within an updated version of this CMP.

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 for construction sites in Camden as set out above are confirmed.

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

Community Liaison

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

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

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

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

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The nearest receptors will be the adjoining properties on Regent's Park Road to both the north and south of the site.

The nearest potential receptors likely to be affected by the activities on-site are listed as follows:

- 9 Regent's Park Road
- 9a Regent's Park Road
- 9c Regent's Park Road
- 11 Regent's Park Road
- Flat 2, 13 Regent's Park Road
- Flat 3, 13 Regent's Park Road
- 15 Regent's Park Road
- 17 Regent's Park Road

- 4 Regent's Park Road
- 6 Regent's Park Road
- 8a Regent's Park Road
- 8b Regent's Park Road
- 10 Regent's Park Road
- 12 Regent's Park Road

- 2 Regent's Park Road

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Neighbour Consultation will take place with the following addresses:

- 9 Regent's Park Road
- 9a Regent's Park Road
- 9c Regent's Park Road
- 11 Regent's Park Road
- Flat 2, 13 Regent's Park Road
- Flat 3, 13 Regent's Park Road
- 15 Regent's Park Road
- 17 Regent's Park Road

- 4 Regent's Park Road
- 6 Regent's Park Road
- 8a Regent's Park Road
- 8b Regent's Park Road
- 10 Regent's Park Road
- 12 Regent's Park Road

- 2 Regent's Park Road

In addition, Camden Town with Primrose Hill ward councillors Patricia Callaghan and Richard Cotton will be contacted via email with the appended letter attached.

All of the above addresses will be provided with the letter outlined within Appendix C.

A neighbour consultation letter was sent to ward councillors Patricia Callaghan and Richard Cotton on the 29th of April 2022, no response has been received.

A response was received on the 7th of May 2022 by the occupants of 8a Regent's Park Road. The occupant responded to the consultation letter to inquiry about the start date of the works and the duration. A response was sent on the 9th of May 2022 to the occupant of 8a saying that we anticipate construction works to start as soon as the Construction Management Plan is approved by the Council. The building works will take approximately 52 weeks and we estimate the works to begin in 6 weeks.

At the time of preparing this report, over two weeks since the consultation letter was sent out, no other responses have been received.

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.

Given the scale of the development, a construction working group will not be required.

13. Schemes

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

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

The Contractor will be Certified as Compliant by the Considerate Constructors. Certification

The contractor shall follow the Guide for Contractors Working in Camden.

The contractor has read and understood this and agrees to abide by it.

Considerate constructors scheme registration number will be included in this section once a start date has been confirmed.

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 most recent applications on Regent's Park Road have been copied herein:

Ref: 2021/3299/P Status: Final Decision Road Number: 1, Flat A

Description: Erection of a side/rear extension at lower ground floor level and other external alterations to the front and rear of property.

Impact on build: Potential to have an impact on build if build timelines overlap. The Contractor will liaise with number 1's Contractor to mitigate cumulative impacts as much as possible. coordination will take place with their contractor over deliveries.

Transport

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

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

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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Name: Paresh Govind

Address: Hira Construction D&B Ltd, Unit 24 Cygnus Business Centre,

Dalmeyer Road, NW10 2XA

Email: Paresh@hiraconstruction.com

Phone: 07957327193

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

Operational, vehicle and driver compliance will be spot checked at regular intervals during the build to ensure compliance with the CLOCS Standard through the duration of the contract.

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

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

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

The client/developer have read and understood the CLOCS Standard and it has been included in contracts.

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

Site Traffic

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

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

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

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

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

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

Vehicles routing has been carefully considered to avoid major cycle routes and trip generators as much as possible.

A vehicle routing plan is attached at Appendix D.

Vehicles will approach the site from Parkway (A4201) and turn left into Gloucester Avenue proceeding westbound to Regent's Park Road and the site is on the left.

All vehicles will leave the site in a forward gear and proceed northbound along Regent's Park Road. Vehicles will then turn left onto S Mark's Square where they will join Prince Albert 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.

All contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all other measures detailed in this plan prior to journeys being undertaken. All contractors and visitors to the site will be advised to undertake travel to the site by public transport, foot or cycle. The Construction Project Manager will provide all site personnel with details of local public transport services.

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

There are schools located in proximity to the site, therefore vehicle movements will be restricted to 9:30 am – 3 pm on a weekday during term time. On days other than this , vehicles will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

A delivery plan will be in place to ensure deliveries arrive at the correct time. Instructions will be provided to suppliers and contractors.

The following number of vehicles are estimated to arrive at the site **per week/month** during each phase:

- Site setup and demolition – 10 per week
- Basement excavation and piling – 20 per week
- Sub-structural works – 10 per week
- Super-structural works – N/A
- Cladding – N/A
- Fit-out, testing and commissioning – N/A

The largest vehicle which will access the site is expected to be a small Selco truck with crane, akin to this following photo:

Typical dimensions of the vehicle are as follows:

Length: 8m

Width: 2.1m

Appendix E presents the vehicle swept path analysis of a vehicle of similar size accessing and egressing the site, utilising the suspended parking bay adjoining the site. During the demolition and excavation stage, a skip lorry will be used to remove waste. Waste will be stored within the site and then removed when ready via a skip swap located on the suspended parking bay outside the site.

A 15-metre stretch of parking bay will be suspended during the demolition and excavation stage. This is in order to provide space for a skip transfer to occur safely as can be seen in Appendix E2.

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.

A planning application has been approved for works to commence on 1 Regent's Park Road, the description of the works are as follow; Erection of a side/rear extension at lower ground floor level and other external alterations to the front and rear of property.

The Contractor will liaise with number 1's Contractor to mitigate cumulative impacts as much as possible. coordination will take place with number 1's contractor over deliveries.

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

Appendix E1 presents the vehicle swept path analysis of the largest expected vehicle accessing and egressing the site.

As can be seen, the vehicle can comfortably pass the CPZ bays on Regent's Park Road, Gloucester Street and Delancey Street.

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.

Due to the low number of vehicles accessing the site, a holding area will not be required. Deliveries will be planned so that only one is at the site at one time.

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.

Delivery numbers are as low as 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).

Engines will be shut off when being loaded or unloaded to avoid engine idling.

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

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all

traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

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

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

Vehicles will not leave the road.

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 will not leave the road.

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

Vehicles will not leave the road.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Vehicles will not leave the road, therefore washing is not required.

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

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

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

As no vehicular access to the site is provided, it is considered that all loading activity will need to take place on street. A temporary vehicle loading area will be provided through the parking bays adjoining the site. Vehicle will only load/unload for a short period of time.

It is proposed that a temporary loading area is provided utilising the parking bays adjacent to the site boundary.

Delivery vehicles will not be allowed to block the flow of traffic through the street. Due to the nature of the street vehicles will be able to pass the loading / unloading vehicle when in place.

Vehicles that are loading will be required to move to allow passage to general traffic if needed.

The approach to loading will be kept under review and revised if necessary.

A secure, lockable hoarding will be installed along the site boundary and all materials will be stored on-site. The proposed site set-up arrangement is attached at Appendix F

The Contractor will apply for all relevant licenses.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

All vehicle movements to and from the loading area will be supervised by a minimum of a trained traffic marshall in order to manage the interaction between pedestrians, cyclists and other road users.

Street Works

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

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

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

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

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

22. Site set-up

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

A plan showing the local highway network can be found within Appendix F. All parking bays, footway extent and double yellow lines around the vehicle manoeuvres have been detailed.

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.

A 15-metre stretch of parking bay suspension will be required during the demolition and excavation stages (20 weeks). Parking bay suspension is required in order for a skip to be stored in the suspended parking area and for a skip lorry to safely carry out a skip transfer. After completion of this stage the skip will be removed, and the parking suspension area will be reduced to 10 m in order for delivery vehicles to load and unload during the construction phase of the project (10 weeks). The Parking Bay suspension area will be required for a Total of 30 weeks.

The contractor will apply for the necessary licences and permission.

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.

A 15-metre stretch of parking bay suspension will be required during the demolition and excavation stages (20 weeks). Parking bay suspension is required in order for a skip to be stored in the suspended parking area and for a skip lorry to safely carry out a skip transfer (Appendix E2). After completion of this stage the skip will be removed, and the parking suspension area will be reduced to 10 m in order for delivery vehicles to load and unload during the construction phase of the project (10 weeks). The Parking Bay suspension area will be required for a Total of 30 weeks.

The contractor will apply for the necessary licences and permission.

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

N/A

25. Motor vehicle and/or cyclist diversions

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

N/A

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Secure hoarding will be provided at the site boundary, where required.

Pedestrian routes will not be affected. All movements from the awaiting vehicles into the site will be done by hand. Concrete will be mixed by hand inside the site.

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

N/A

27. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

No changes to services are proposed.

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 will be undertaken mostly by hand tools and low vibration drills. Noisy work will be minimised as much as possible.

Noise from construction will be limited to:

- 8am - 6pm, Monday to Friday

No noisy work will take place on Saturdays, Sundays or bank holidays. Exceptional work may be allowed outside of these times, when there is:

- an emergency
- a risk to public safety

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

Noise monitoring will be set-up on site, utilising a wireless Class 1 environmental remote noise monitoring system which is specifically designed for long term environmental noise monitoring during demolition/construction work. The Noise Monitor will send out alarms via emails using the on-board GPRS modem.

Prior to works commencing a one-week background noise monitoring will be carried out and a full report of vibration levels compiled. A copy of this will be provided to the Council at the time.

Following background monitoring and during the works the vibration units will be monitored continuously throughout the day by a dedicated Project Manager who will get in touch with the Contractor is any alarm levels are breached. This will enable the Contractor to investigate the cause and provide mitigation measures to reduce vibrations and noise.

Weekly reports will be generated to provide a picture of what it is occurring at each location.

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

Noise levels from the site will aim to be within a daily level of 70 decibels (LAeq, 10hr) for airborne noise at the nearest occupied premises/site Boundary

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.

Mitigation includes using cutters, low vibration drills and hand tools to reduce noise and vibration. Noise and vibration will be measured and if there are cases that exceed the predicted levels other mitigation will take place and an alternative found.

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

Details to be provided by the contractor prior to commencement.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with focus on both preventative and reactive mitigation measures.

No vehicles will enter the site, therefore dirt or dust will not be transferred onto the highway through movement of vehicles.

Secure hoarding will be provided around the site boundary which will significantly aid the reduction of spread of dust onto the highway.

Water suppression will be used to reduce the amount of dust going onto the Highway if / where needed.

All demolition works shall be carried out in accordance with British Standard 6187: Code of Practice for Demolition. All demolition and construction works shall be in accordance with 'The Control of Dust & Emissions from Construction and Demolition Best Practice Guidance'.

Dampening down will take place during all site activities that have the potential to create dust and during windy or dry weather, damping sprays will be used to prevent dust from causing nuisance to neighbouring premises. All mechanical cutting and grinding will be done in conjunction with a water.

Where there is visual evidence of airborne dust from the activities on the site, the contractor shall carry out an assessment and where necessary undertake ambient monitoring to identify those activities creating dust above acceptable levels.

Work areas shall be suitably and sufficiently enclosed using temporary screens to prevent transition of dust to other areas. Tasks producing dust will be identified and control measures included within task specific risk and method statements. Before works commence we shall look at ways to reduce the amount of dust created; this will include reducing cutting of materials, using a less powerful tool or a different method of work when possible.

Dust monitoring will take place throughout the build, providing alerts when the dust reaches a certain level which will then be investigated and mitigated.

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.

No vehicles will enter the site, therefore dirt or dust will not be transferred onto the highway through movement of vehicles.

Secure hoarding will be provided around the site boundary which will significantly aid the reduction of spread of dust onto the highway.

Water suppression will be used to reduce the amount of dust going onto the Highway if / where needed.

As per the above.

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

Noise and vibration monitoring will be carried out at designated locations around the site boundary.

Noise, Dust and Vibration will be monitored by the Principal Contractor.

Two vibration monitors, two noise monitors and two dust monitors will be provided within the site.

The vibration, noise and dust equipment will be pre-programmed with event alarm warning levels if breached. Monitoring Services will continuously monitor the alarm levels and will report any breached alarms to the Site Manager to all works to be stopped and re-assessed.

Noise from construction is limited to:

- 8am - 6pm, Monday to Friday

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy The Control of Dust and Emissions During Demolition and Construction 2014 (SPG) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

Due to the scale of the build, an air quality assessment is not required.

Dust will be continuously monitored and if alerted, preventative measures will take place in order to ensure that the build is in line with GLA Policy.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

All of the highly recommended measures from the SPG document within the Low risk column have been / will be addressed. These include the following:

1) Display the name and contact details of person(s)accountable for air quality pollutant emissions and dust issues on the site boundary.
2) Display the head or regional office contact information.
3) Record and respond to all dust and air quality pollutant emissions complaints.
4) Make a complaints log available to the local authority when asked.
5) 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.
6) 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.
7) 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.
8) Plan site layout: machinery and dust causing activities should be located away from receptors.
9) Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.
10) Avoid site runoff of water or mud.
11) Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.
12) Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.
13) Ensure all vehicles switch off engines when stationary – no idling vehicles.
14) Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.
15) Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).
16) 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.
17) Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
18) Use enclosed chutes, conveyors and covered skips.
19) Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
20) Reuse and recycle waste to reduce dust from waste materials
21) Avoid bonfires and burning of waste materials
22) Ensure water suppression is used during demolition operations.
23) Avoid explosive blasting, using appropriate manual or mechanical alternatives.
24) Bag and remove any biological debris or damp down such material before demolition.

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

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

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

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

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.

As stated previously, two dust monitors, two noise monitors and two vibration monitors will be used. They will be monitored for the duration of the build, starting a week before the build to produce background monitoring and reports. These initial reports will be provided to the Council which will include tigger levels. Ongoing monthly reports will be provided to the Council thereafter. These will be made readily available online also.

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).

Appropriate mitigation measures will take place throughout the site in order to be prevented. Where required, site inspections will be undertaken and receipts will be provided.

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

An asbestos survey has been undertaken which can be found within Appendix G.

Asbestos based containing materials have not been detected on 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.

Provision of a suitable smoking area will be provided.

Bad language and shouting will not be tolerated 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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4): https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

Direct link to NRMM Practical Guide (V4):
https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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): May 2022 – May 2023

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

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

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

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: Confirmed

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: Confirmed

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

Vehicles will only arrive one at a time, manoeuvring into place and then turning engines off whenever possible to avoid idling. The contractor is committed to the Engines Off pledge. Training will be provided to as many staff as possible.

- SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

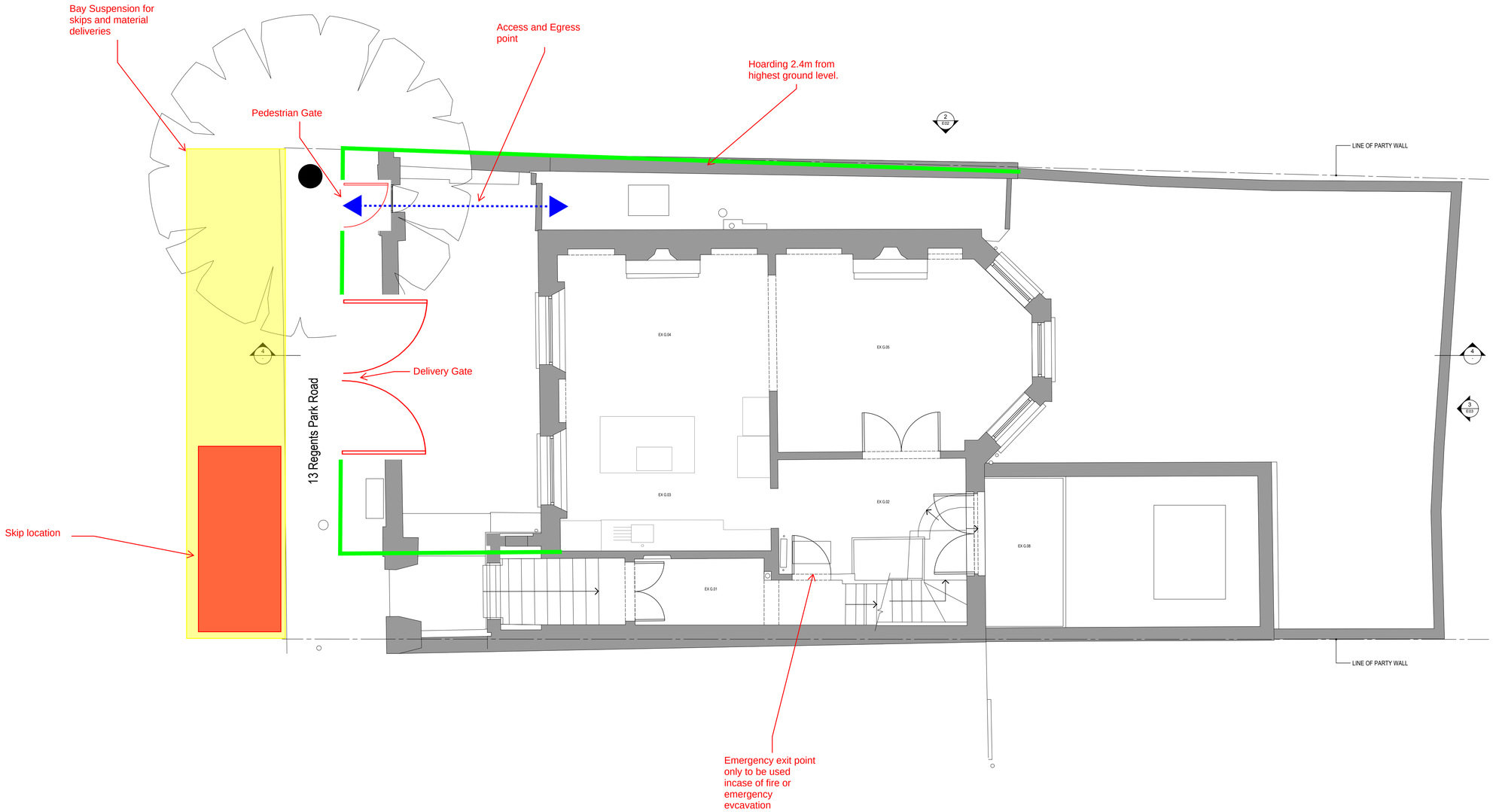
End of form.

V2.7

APPENDIX A
Site Location

13 Regents Park Road, London, NW1 7TL

APPENDIX B
Site Plan



REVISIONS	DATE
- REV. A	25 NOV. 2020
- REV. B	19 FEB. 2021

Notes:
Do not scale from drawings.
Errors to be reported immediately to the Architect.
To be read in conjuntion with all relevant Architects', Services and Structural Engineers' drawings.
All existing site, tree and building information has been compiled from different sources. All dimensions to be checked on site.

PETER MIKIC INTERIORS

61 Charlotte Road, London, EC2A 3QT
Telephone:
+44 (0) 207 729 7810

www.petermikic.com

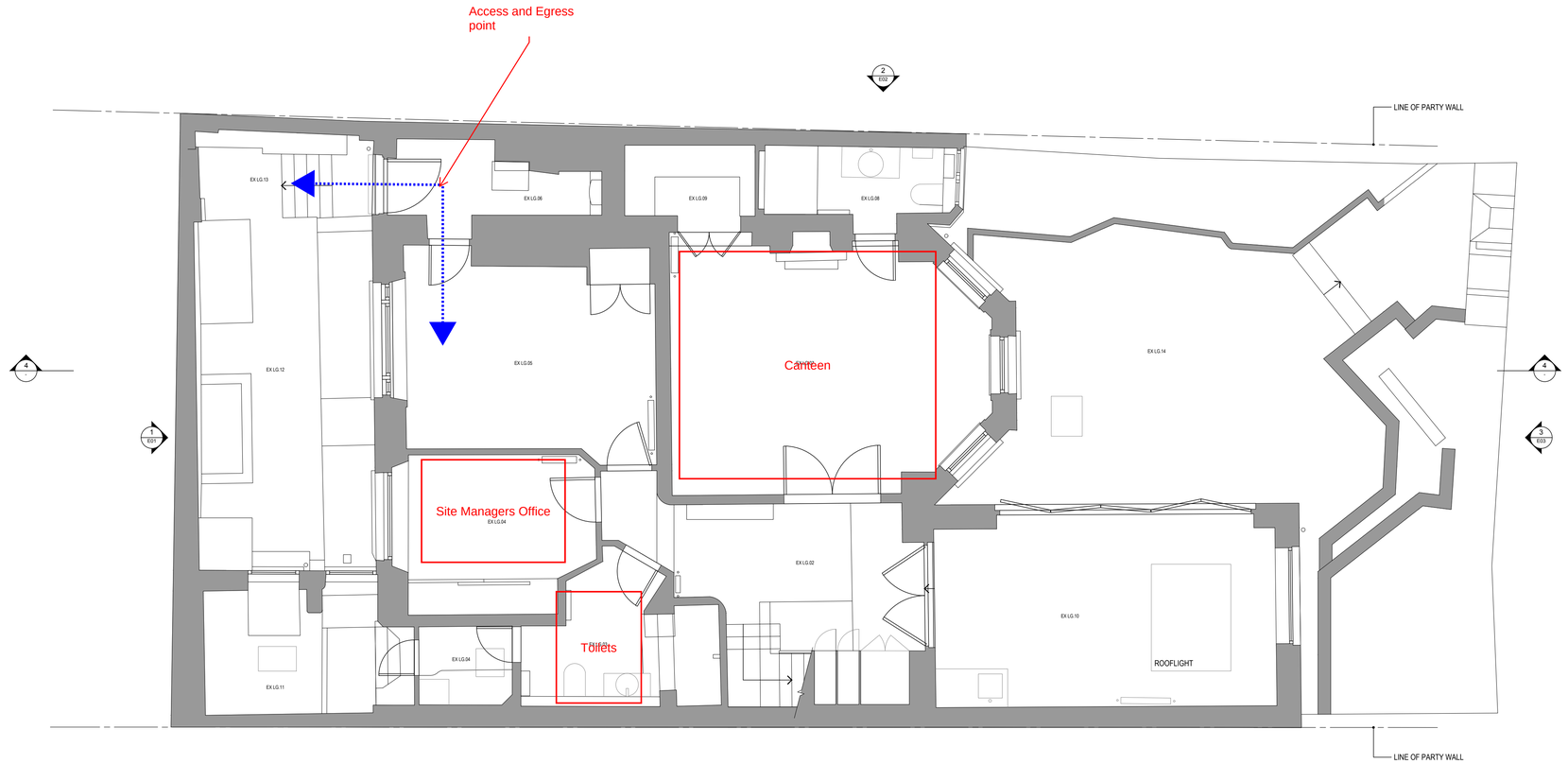
Project: 13 REGENTS PARK ROAD
Project No. 1062
Drawing No. 1062.101

Client: PRIVATE
Date: 03/08/2020
Drawn: MF
Checked: TA

Scale / Format: 1:100 @ A3 / 1:50 @ A1

Drawing Name:
GROUND FLOOR EXISTING PLAN

Issue: B



REVISIONS	DATE
- REV. A	25 NOV. 2020
- REV. B	19 FEB. 2021

Notes:
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To be read in conjuntion with all relevant Architects', Services and Structural Engineers' drawings.
All existing site, tree and building information has been compiled from different sources. All dimensions to be checked on site.

PETER MIKIC INTERIORS

61 Charlotte Road, London, EC2A 3QT
Telephone:
+44 (0) 207 729 7810

www.petermikic.com

Project: 13 REGENTS PARK ROAD
Project No. 1062
Drawing No. 1062.100

Client: PRIVATE
Drawn: MF
Date: 03/08/2020
Checked: TA
Scale / Format: 1:100 @ A3 / 1:50 @ A1

Drawing Name:
LOWER GROUND FLOOR EXISTING PLAN
Issue: B

APPENDIX C
Consultation Letter

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS LTD

5th May 2022

Dear Neighbour,

I am writing on behalf of the owner of no.13 Regent's Park Road to inform you of works which are due to start regarding the construction of a single storey basement under the existing footprint, creation of a front extension, recladding of existing ground floor extension and other façade alterations including new windows, doors and roof lights. (Planning reference: 2021/1586/P).

I am aware that construction of this nature can be disruptive if not managed correctly and considerately by the contractor. It is also a requirement of the London Borough of Camden that all works of this nature are accompanied by a Construction Management Plan (CMP).

A CMP has therefore been prepared for the development which will be submitted as part of a planning application. The following points are a summary of the main recommendations included in the Plan:

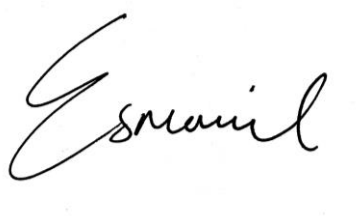
- Deliveries will be restricted to approx. 9.30am-15:00pm Monday to Friday during term time. On days other than this, deliveries will be restricted to the hours of 9:30am – 16:30pm on Monday to Friday.
- It is proposed that a temporary loading area is provided utilising a 15 meter stretch of parking bays adjacent to the site boundary.
- Delivery vehicles will not be allowed to block the flow of traffic through the street. Due to the nature of the street, vehicles will be able to pass the loading / unloading vehicle when in place.
- Hoarding measuring 2.4 metres in height will be implemented at the frontage of the building.
- No road traffic diversions will be implemented. No footpath closers will be implemented.
- Delivery lorries are expected to take around 30 minutes to load / unload each time.
- Appropriate measures will be taken to protect the roads and pavements from damage and any such damage will be promptly rectified.

Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

A CMP will be made available when the application is made, if you would like to see a draft report beforehand, please see link below;
https://www.dropbox.com/sh/jgx9e2h4vf31v7z/AAC7pebGVMlMnlVCArAp3ULTa?dl=0

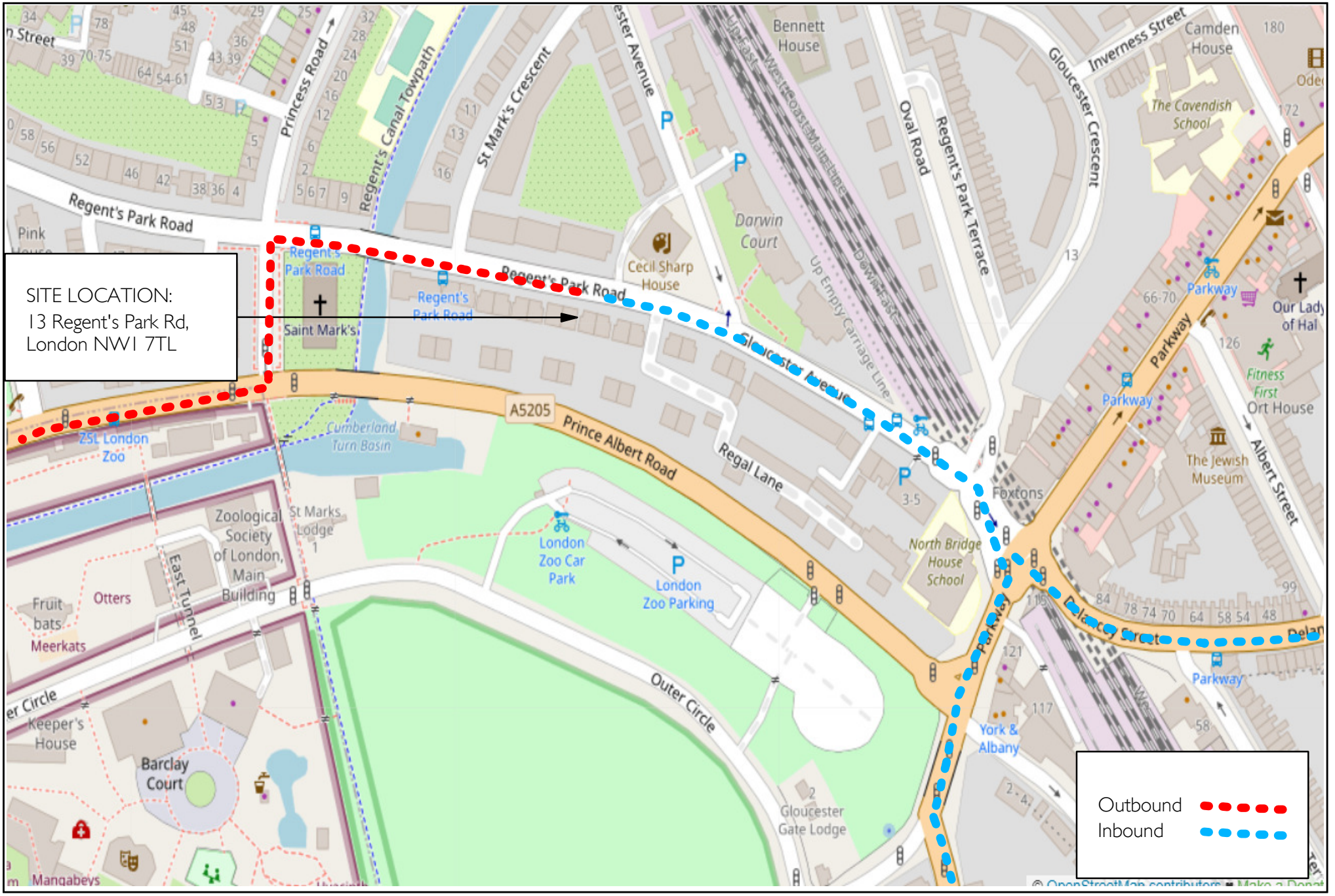
Alternatively, if you have any other questions please do not hesitate to get in contact (email correspondences preferred) , as per the details below.

Yours faithfully,



Esmail Ali BEng (Hons)
Traffic Consultant
Tel: 0208 780 0426
Email: esmail.ali@pma-traffic.co.uk

APPENDIX D
Vehicle Routing



Date: April-2021
Scale: NTS
Source: Open Street Maps
Drawing No: P2662/CMS/D

N

P2662: 13 Regent's Park Road, London, NW1 7TL.

Appendix D.

Vehicle Routing Plan

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

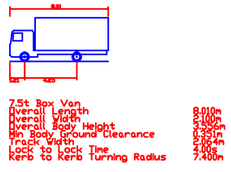
APPENDIX E
Vehicle Swept Paths

Cecil Sharp House

ROAD

REGENT'S PARK ROAD

10m Parking Suspension Area.
Upon completion of the Demolition and Excavation phase, the skip will be removed and the parking suspension area will be reduced from 15m to 10m



Date: June-2022
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2662/CMP/E1

N

P2662: 13 Regent's Park Road, London, NW1 7TL

Appendix E1.

7.5T Delivery Vehicle Accessing (Left) and Exiting The Site (Right) During The Construction Phase

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

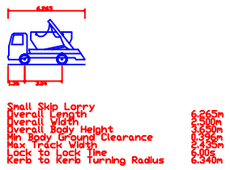
Cecil Sharp House

ROAD

REGENT'S PARK ROAD

15m Parking Bay Suspension Temporary Vehicle Loading Area - ONLY DURING DEMOLITION AND EXCAVATION

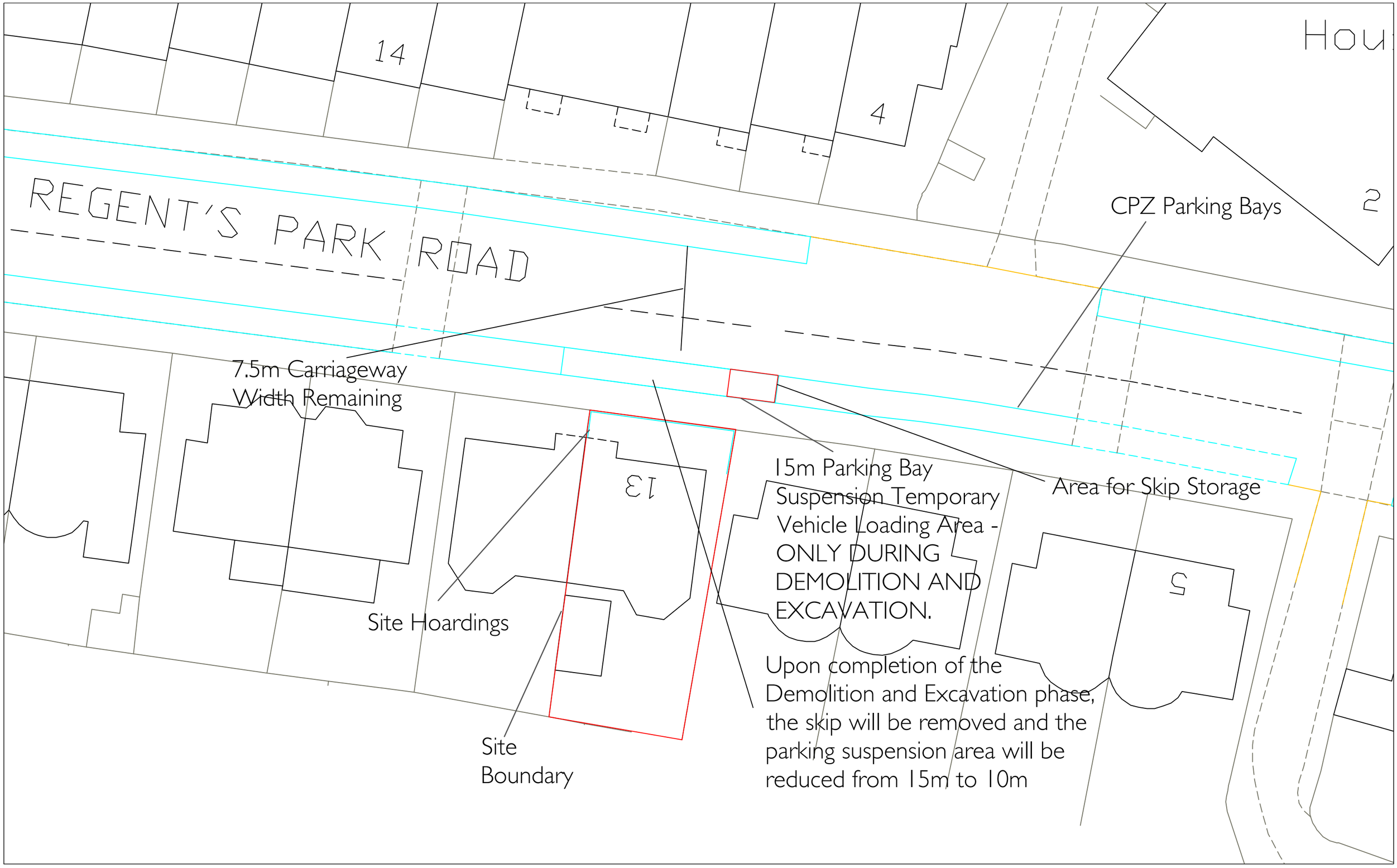
Area for Skip Storage



34.1m

Date: June-2022 Scale: 1:500@A3 Source: OS/PMA Drawing No. P2662/CMP/E2	N	P2662: 13 Regent's Park Road, London, NW1 7TL Appendix E2. A Small Skip Lorry Accessing And Exiting The Site During The Demolition and Excavation Phase	PAUL MEW ASSOCIATES TRAFFIC CONSULTANTS Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ Tel: 020 8780 0426 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX F
Highway Network and Construction Plan



Date: June-2022
Scale: 1:250@A3
Source: OS/PMA
Drawing No. P2662/CMP/F

N

P2662: 13 Regent's Park Road, London, NW1 7TL
Appendix F.
Local Highway Network and Construction Site Plan

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX G
Asbestos Survey

Southern Demolition Co. Ltd

London
7 Bell Yard, London, WC2A 2JR
Tel: 0203 4752794

Hampshire
Little Eastfield Holding, Wolf's Lane, Chawton, Alton, Hampshire, GU34 3HJ
Tel: 01420 769450

Email: info@southerndemolition.co.uk
Web: www.southerndemolition.co.uk

REFURBISHMENT AND DEMOLITION ASBESTOS SURVEY

13 Regents Park Road, London.

REPORT NUMBER: PSH8/1/21

Date of Survey: 2/12/20

ASBESTOS NOT DETECTED

CONTENTS

1.0 INTRODUCTION

Southern Demolition Company Limited were instructed by to carry out an Asbestos Survey for the presence of asbestos bearing materials contained within the above address. The survey we carried out was for the purpose of determining the asbestos ahead of the Refurbishment works. The areas where the works are due to be carried out were only surveyed.

We were instructed to carry out the survey by Tiziana Aiello - PETER MIKIC INTERIORS

NO SURVEY WORKS WERE CARRIED OUT BENEATH ANY SLABS OR WITIHIN ANY AREAS NOT ACCESSABLE AT THE TIME OF SURVEY. DUE TO THE FACT THAT THE BUILDING WAS OCCUPIED, THE SURVEY WAS LIMITED ONLY TO THE VISABLE AREAS WITHIN THE BUILDING AND THE AREAS MENTIONED BELOW THAT WERE OPENED UP

The probability of finding asbestos products was required in order to produce a site asbestos register and assessment. All survey work as defined in the Health & Safety Executive's publication HSG264 Asbestos: The survey guide.

The site work was conducted on the 2-12-2020.

The building is the ground and basement floor of the flat at the above address.

The building is of Stone/brick/block construction with a timber trussed floors, the basement floor is mostly concrete and timber. The ceilings are plasterboard and plaster and Lathe and Plaster

The report will attempt to highlight the types of asbestos found (i.e. Crocidolite, Amosite or Chrysotile), its form (i.e. insulation or boarding etc.), approximate quantities, its exact location, its condition, risks to health and of course recommendations for its safe treatment.

Whilst the survey report attempts to cover all areas within the site boundaries, we cannot accept responsibility for any areas that were inaccessible during the time of this survey or that were completely concealed from view.

Bulk samples have been extracted only from material, which from a visual inspection and from the surveyor's own experience appeared likely to contain asbestos.

No responsibility can be accepted for the presence of asbestos in any other material other than those analysed.

2.0 TERMS OF REFERENCE

2.1 Legal Obligations

The following list was revised in January 2018.

Such regulations include but are not necessarily limited to the following:

Survey carried out as per HSG264 Asbestos: The survey guide
The following list was revised in Jan 2018.

Such regulations include but are not necessarily limited to the following:

The key legislative documents relating to works with asbestos materials are:
'The Health and Safety at Work etc. Act' (1974)
'The Control of Asbestos Regulations' (2012)
The Management of Health and Safety at Work Regulations' (1999)

The key HSE approved guidance documents relating to management of asbestos materials are:

L127 ACOP – The Management of Asbestos in non-domestic premises
HSG 227 – A comprehensive guide to managing asbestos in premises
Further advice is available from the HSE, the local Environmental Health Officer and Southern Demolition Co. Ltd.

3.0 ASBESTOS IDENTIFICATION AND ANALYSIS

3.1 Asbestos is the term used for the fibrous form of a number of naturally occurring silicate minerals. These minerals have been exploited commercially since the early 1900's for various building related properties that they possess. The minerals;

- Have a low thermal conductivity
- Excellent fire protection qualities
- Form good acoustic insulation barriers
- Have a high tensile strength to weight ratio
- Have a high degree of flexibility
- Have a good resistance to chemical attack.

3.2 TYPE

The minerals were mined predominantly in Canada and South Africa, with imports to the UK starting around the turn of the century and reaching a peak in the early 1970's. There are six minerals included in this definition and they are split into two groups.

- Serpentine group of mineral including Chrysotile.
- Amphibole group includes Amosite, Crocidolite, Anthopyllite, Actinolite and Tremolite.

The three types of asbestos that were commonly used in this country are:

- Amosite (Brown) asbestos
- Chrysotile (White) asbestos
- Crocidolite (Blue) asbestos

Exposure to asbestos fibres through inhalation has been shown to cause a number of chronic, fatal diseases including:

- Asbestosis
- Mesothelioma
- Lung and other areas

Consequently, since this discovery a rigid legislative framework has been instituted by the HSE governing all aspects pertinent to asbestos materials. These regulations and codes of practice have been tightened and improved over recent years as our knowledge and understanding of asbestos and its related diseases has grown.

It is estimated that the three main types of asbestos, Amosite, Chrysotile and Crocidolite have been used in the manufacture of more than three thousand products in the UK. They are commonly found in the following forms.

3.3 Sprayed Coatings

These are a mixture of hydrated asbestos cement and about 85% asbestos fibre.

It was used for anti-condensation and acoustic control in buildings, decorative finishes and as fire protection for structural steel etc. Any of the three main asbestos types may be used for sprayed coatings but amosite was the most common. Sprayed asbestos is sometimes found on ceilings eg. in swimming pool buildings. It is a very friable material and is likely to release fibres.

3.4 Thermal Insulation

This term covers a wide range of materials including pipe sections, slabs, rope, tape, paper, quilts, felts, blankets and plaster cement. Lagging may have a protective covering of cloth, tape, paper, metal or cement. Any asbestos type may be found in lagging. Quilts, mattresses and blankets may contain up to 100% asbestos. Asbestos lagging was widely used in public buildings, factories and hospitals as pipe and plant insulation. Quilts are commonly used on steam boilers. Asbestos rope was wound around pipework or used as gaskets. A small number of houses have "loose-fill" asbestos loft or duct insulation. Asbestos has also been

used as insulation between floors. Lagging is susceptible to damage unless well coated due to leaks from pipes or boilers.

3.5 Asbestos Insulation Board

This has a density of approximately 700kg/cu.m and contains about 16-40% asbestos mixed with hydrated Portland cement or calcium silicate. It is sometimes referred to as the trade name "Asbestolux". Crocidolite was used in some insulating boards but they are generally formed from amosite with a small amount of chrysotile. Asbestos boards were widely used as fire protection, thermal and acoustic insulation, they are resistant to moisture and form a good general building board. They are often found as ceiling tiles, firebreaks, infill panels, wall linings, bath panels, and external canopies, porch linings, in lift shafts and in ducts.

Insulating board linings are found as cladding infill panels, oven linings and suspended floor systems. Asbestos insulating board can be very friable when damaged.

3.6 Asbestos Cement (AC)

This has a density of approximately 1500kg/cu.m and contains about 10-15% asbestos crocidolite and amosite have been used in AC products but chrysotile is the most common type.

AC is very common and has a wide variety of uses such as roofing, wall cladding, partitioning, decorative panels, bath panels, soffits, portable buildings, fire surrounds, cisterns and tanks, drains, sewer pipes, flue pipes, gutters, fencing, cable troughs and conduits, ventilators and ducts.

It is a very hard substance but may release fibres if abraided, sawn or if it had deteriorated or decomposed.

3.7 Bitumen and Felts

Asbestos fibre may be found in roofing felts, flashing tapes and damp proof courses. This is sometimes in the form of asbestos paper in the bitumen matrix. These materials may become brittle with age but during normal use they do not present a hazard. Asbestos mixed with bitumen or bitumen reinforced with asbestos paper was sometimes used as a coating for corrugated steel. It can be used as roof or wall cladding and is particularly popular in warehouses and factories. The asbestos is firmly bound but may be released if the bitumen is burned off.

3.8 Flooring Materials

Asbestos may be present in certain PVC and thermoplastic floor tiles and sheet material. Also some types of PVC flooring have a backing of asbestos paper. Fibres bonded into the flooring may be released as the material wears.

3.9 Textured Coatings and Paints

Asbestos may be present in some textured coatings or paints such as Artex. Fibres will be released if the coating is sanded or scraped dry.

3.10 Mastics, Sealant and Putties

Small amounts of asbestos may be present in mastics, waterproofing sealants, putties and adhesives to improve covering power and to prevent cracking or slumping.

3.11 Sampling and Method of Analysis

Random representative samples were carefully collected of all suspect materials found on site. Where possible the samples collected were taken from previously disturbed or damaged portions of the material, rather than by breaking or penetrating sealed safe materials.

All samples taken were double bagged and taken away from site for further laboratory analysis, all in accordance with

I Recommendations for sampling and identification of asbestos products
II Bulk analysis procedure for asbestos samples
III MDHS 77-Asbestos in bulk materials

Any damage made to suspect materials that the samples were extracted from, were made safe with the application of a suitable filler or adhesive tape covering to prevent the possibilities of any fibre release.

4.0 FINDINGS

The survey attempted to detect the following types of asbestos.

4.1

Sprayed Coatings:-	No sprayed asbestos coatings detected.
Thermal Insulation:-	No Asbestos thermal insulation detected on site.
Asbestos Insulation Board:-	No Asbestos insulation board.
Asbestos Cement :-	No Asbestos cement was detected on site.
Bitumen & Felts:-	No Asbestos containing bitumen was detected on site.
Flooring Materials:-	No Asbestos containing floor tiles were detected onsite.
Textured Coatings:-	No Asbestos containing textured coating were detected on site
Resin & Gaskets:-	No Asbestos resins or gaskets were detected on site.
Textiles:-	No Asbestos textiles were detected on site.

4.2. Site and sampling.

The house has been refurbished in the last 10/15 years and most of the internal fabric has been removed this has been replaced with new material. Other than the brick structure and floors.

The floors to the ground and first were lifted, it was noted that new plasterboard ceilings were fitted throughout, also new plumbing and wiring was found under the floors.

The ground floor structure was timber with a build up of floor finishes either tiles or wood.

The gable under cloaking were tile.

Internal walls were either brick and block or plaster board stud.

The heating and electrical system were about (15 years old). The internals of these were not sampled as they were live.

5.0 ASBESTOS REGISTER/MATERIAL & RISK ASSESSMENT

5.1 MATERIAL ASSESSMENT

The risk assessment scheme uses the following parameters, which are assessed on site as part of the survey:-.

Product type (or debris from product).

The type of asbestos product used.

Score 1 Asbestos-reinforced composites (plastics, resins, mastics, roofing felts, vinyl floor tiles, semi rigid paints or decorative

Score 2 AIB, millboards, other low-density insulation boards, asbestos textiles, gaskets, ropes and woven textiles, asbestos paper and felt

Score 3 Thermal insulation (e.g. pipe and boiler lagging), sprayed asbestos, loose asbestos, asbestos mattresses and packing.

Extent of damage or deterioration.

An assessment by the surveyor to the condition of the material.

Score 0 Good condition, no visible damage.

Score 1 Low damage, few scratches or surface marks, broken edges on boards or tiles etc.

Score 2 Medium damage, significant breakage of materials or several small areas where material has been damaged revealing loose asbestos fibres.

Score 3 High damage of materials, sprays and thermal insulation. Visible asbestos debris.

Treatment.

Emphasising the significance of unsealed asbestos

Score 0 Asbestos-reinforced composites (plastics, resins, mastics, roofing felts, vinyl floor tiles, semi rigid paints or decorative coatings)

Score 1 Enclosed sprays and lagging, AIB with exposed face painted or encapsulated and Asbestos cement sheets.

Score 2 Unsealed AIB or encapsulated lagging and sprays.

Score 3 Unsealed lagging and sprays.

Asbestos type.

The type of asbestos fibre used in material or sample

Score 1 Chrysotile (White)

Score 2 Amosite & Amphilbole asbestos excluding Crocidolite (Brown)

Score 3 Crocidolite (Blue)

SCORE	POTENTIAL TO RELEASE ASBESTOS FIBRES
10 or more	High
7-9	Medium
5-6	Low
4 or less	Very low

5.2 RISK ASSESSMENT AND MANAGEMENT PLAN

The material assessment identifies the high-hazard materials i.e. those that will most readily release airborne fibres if disturbed. It does not automatically follow that these materials assigned will be the priority for remedial action. Priority must be determined by carrying out a risk assessment which takes into account the following.

Normal occupant activity.

Score	0	Rare
Score	1	Low disturbance activity
Score	2	Periodic disturbance
Score	3	High level of disturbance

Likelihood of disturbance

Location

Score	0	Outdoors
Score	1	Large rooms
Score	2	Rooms up to 100 m2
Score	3	Confined spaces

Accessibility

Score	0	Rare
Score	1	Low disturbance activity
Score	2	Periodic disturbance
Score	3	High level of disturbance

Extent

Score	0	Small amounts
Score	1	10 m2 or pipe run
Score	2	50 m 2 or pipe run
Score	3	Above 50m2 or pipe run

Human exposure potential

Number of occupants

Score	0	None
Score	1	1-3
Score	2	4-10
Score	3	>10

Frequency of use

Score	0	Rare
Score	1	Monthly
Score	2	Weekly
Score	3	Daily

Time in use

Score 0 < 1 hour
Score 1 1-3 hours
Score 2 3-6 hours
Score 3 Above 6 hours
Average score of all three used.

Maintenance activity

Type of maintenance

Score 0 Minor disturbances (possible contact when gaining access)
Score 1 Low
Score 2 Medium
Score 3 High

Frequency

Score 0 No disturbance
Score 1 Yearly
Score 2 Monthly
Score 3 Weekly
Average score used.

Based on the surveyors experience and known use of the building the assessment score is added to the material score.

Risk Bands

Band 1. 17+

These materials are in an extremely poor condition and warrant immediate consideration for removal/remedial works. In the Interim, the area should not be disturbed and it is recommended that access is restricted. In most circumstances immediate plans for the removal/encapsulation of the asbestos concerned should be implemented, or at least the rapid sealing of the affected area. High risk immediate action required.

Band 2. 13-16 inclusive

Materials within this band should still warrant removal/encapsulation, any slight change in one of the contributory factors may well result in the material being a band 1 category.
A programmed plan of inspection/removal/encapsulation should be implemented and the condition of the material monitored. Medium risk, removal encapsulation or management required.

Band 3. 9-12 inclusive

Situations within this band do not pose an imminent risk and the likelihood of fibre release is low under the existing conditions. It would be appropriate to monitor the deterioration of the asbestos and implement a plan of action. Low risk, no immediate action management only.

Band 4. 0-9 points

Normally materials highlighted in this band can safely be left in position for the life of material/building. Very low risk, no action required.

The scale is only for materials left in position, undisturbed. Factors would change if work is required on or near the material due to maintenance/building work, a risk assessment should be undertaken when work is near asbestos material. Dependent upon legislative guidelines, some materials can only be worked upon/removed by a licensed asbestos removal contactor, under fully controlled conditions working to current HSE rules, regulations and guidelines. Operatives must be wearing RPE & PPE (Respiratory and personal protective equipment.

6.0 Register of samples taken in refurbishment/ demolition survey.

Key:

NAD = No asbestos detected
AIB = Asbestos insulation board
All amounts approximate measurements only

LOCATION	NO	MATERIAL	AMOUNT (approx.)	ASBESTOS	MATERIAL ASSESSMENT	RISK BAND
Plaster board stud walls	S1	Plaster board	150 m2	NAD	0	0
Floor covering to vault floor	S2	Floor covering and adhesive	8 m2	NAD	0	0

Southern Demolition Co. Ltd
90 High Road, Byfleet, Surrey KT14 7QT
Tel: 01932 351738
Email: info@southerndemolition.co.uk
Web: www.southerndemolition.co.uk

6.1 SAMPLE ANALYSIS

ASBESTOS FIBRE IDENTIFICATION REPORT.

Report/Job No: J104763 Final Issue Date: 22/12/2020

Cavendish LABORATORIES

Millers Barn
The Warren Estate
Lordship Road
Writtle
Chelmsford
Essex
CM1 3WT
Tel: 01245 422800
Fax: 01245 422501
info@ cavendishlaboratories.com

Private & Confidential:
Southern Demolition Co Ltd
90 High Road
Byfleet
Surrey
KT14 7QT

Premises Of Sample Origin:
13 Regents Park Road
NW1 7TL

Name of analyst: Andrew Pasquale Sampled by: Client
Date of sample receipt: 21/12/2020 Date of analysis: 21/12/2020

Results:

Laboratory Sample Ref.	Sample Location and Description	Asbestos Fibre Type	Presumptive Product Type
BS295437	1 - Plasterboard to walls throughout	No Asbestos Detected	Board product
BS295438	2 - Floor covering under basement/vault floor	No Asbestos Detected	Plastic product

Chrysotile= "White asbestos", Amosite= "Brown asbestos", Crocidolite = "Blue asbestos"
Refer to H.S.E. publication HSG 264, for the approximate percentage asbestos content within the presumptive product type.

Method Statement and Disclaimers:
The analysis of the sample(s) detailed on this report is U.K.A.S. accredited. Analysis was performed in accordance with our quality control manual in-house method and Health & Safety Executive publication HSG 248.
Any interpretations or opinions expressed in this report are outside the scope of U.K.A.S accreditation.
Cavendish Laboratories Ltd does not hold U.K.A.S. accreditation for on-site sampling of suspected asbestos materials.
The stated "presumptive product type" is a subjective assessment by our analyst, it is not determined by measurement and it is an opinion. Cavendish Laboratories Ltd. cannot accept responsibility for any discrepancy or inaccuracy arising from collection or labelling of samples by the client. U.K.A.S. stands for United Kingdom Accreditation Service. Where samples are provided by customers, the results apply to the samples as received.

Authorised Signatory:
Paul Jarvis FA004-12 (1/5/20)

www.cavendishlaboratories.com
Registered number: 3128776

1643

7.0 PHOTOGRAPHIC EVIDENCE

The following section will set out to detail the samples taken on site.

SAMPLE REF.	**S1**
PHOTO NO.	**1**
DESCRIPTION	**Plaster board stud walls**
LOCATION **FLOOR**	Porch Throughout Ground and basement
COMMENTS **EXTENT**	**NAD** **150 m2**
MATERIAL **Product type 0** **Extent of damage 0** **Surface treatment 0** **Asbestos type 0** **0 points**	**RISK** **Activity in area 0** **Likelihood of disturbance 0** **Human exposure 0** **Maintenance 0** **0 points**
Material	**Risk 0**
Total 0	**Band 0**

SAMPLE REF.	**S2**
PHOTO NO.	**2**
DESCRIPTION	Floor covering to vault

LOCATION **FLOOR**	vault Basement
COMMENTS **EXTENT**	**NAD** **8 m2**
MATERIAL **Product type 0** **Extent of damage 0** **Surface treatment 0** **Asbestos type 0** **0 points**	**RISK** **Activity in area 0** **Likelihood of disturbance 0** **Human exposure 0** **Maintenance 0** **0 points**
Material	**Risk 0**
Total 0	**Band 0**

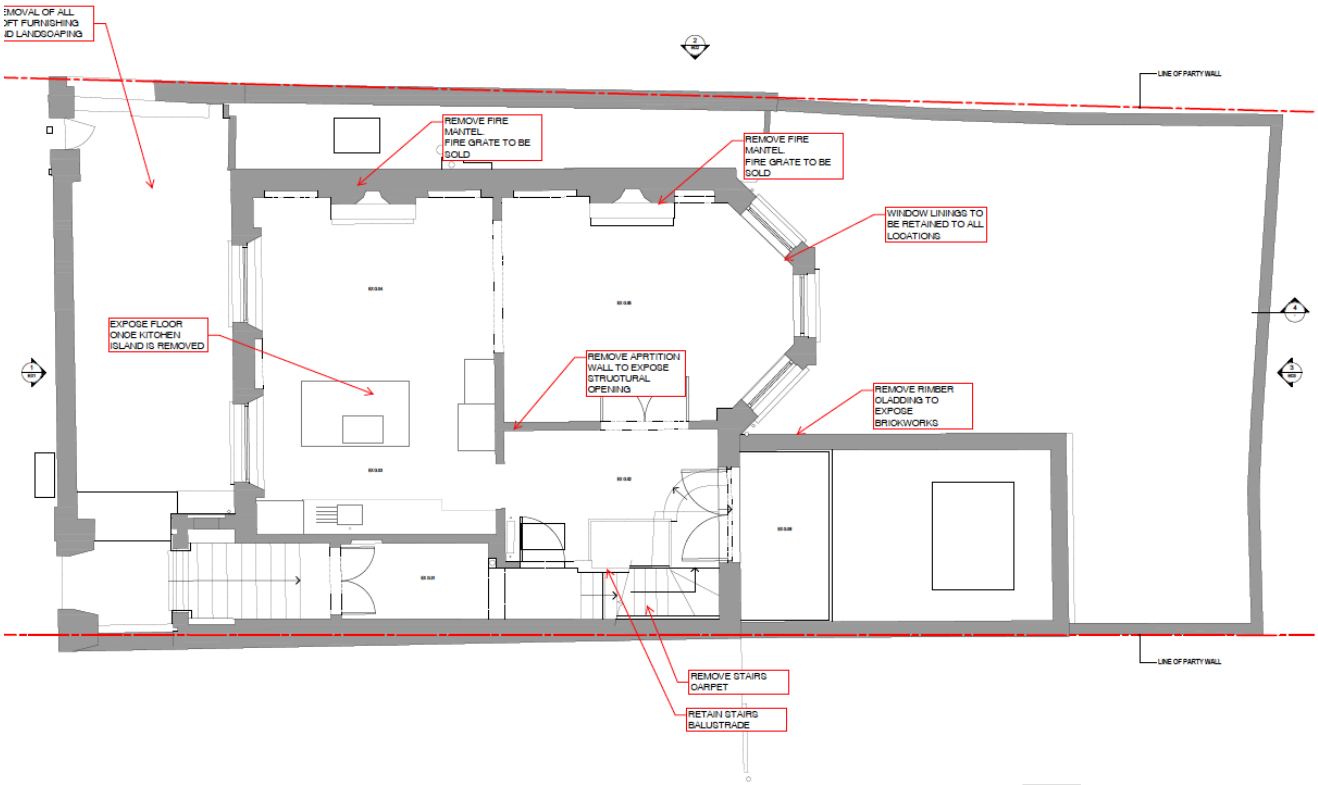
Further photos showing non-asbestos areas

Boiler less than 15 years old not sampled but due to age unlikely to contain asbestos

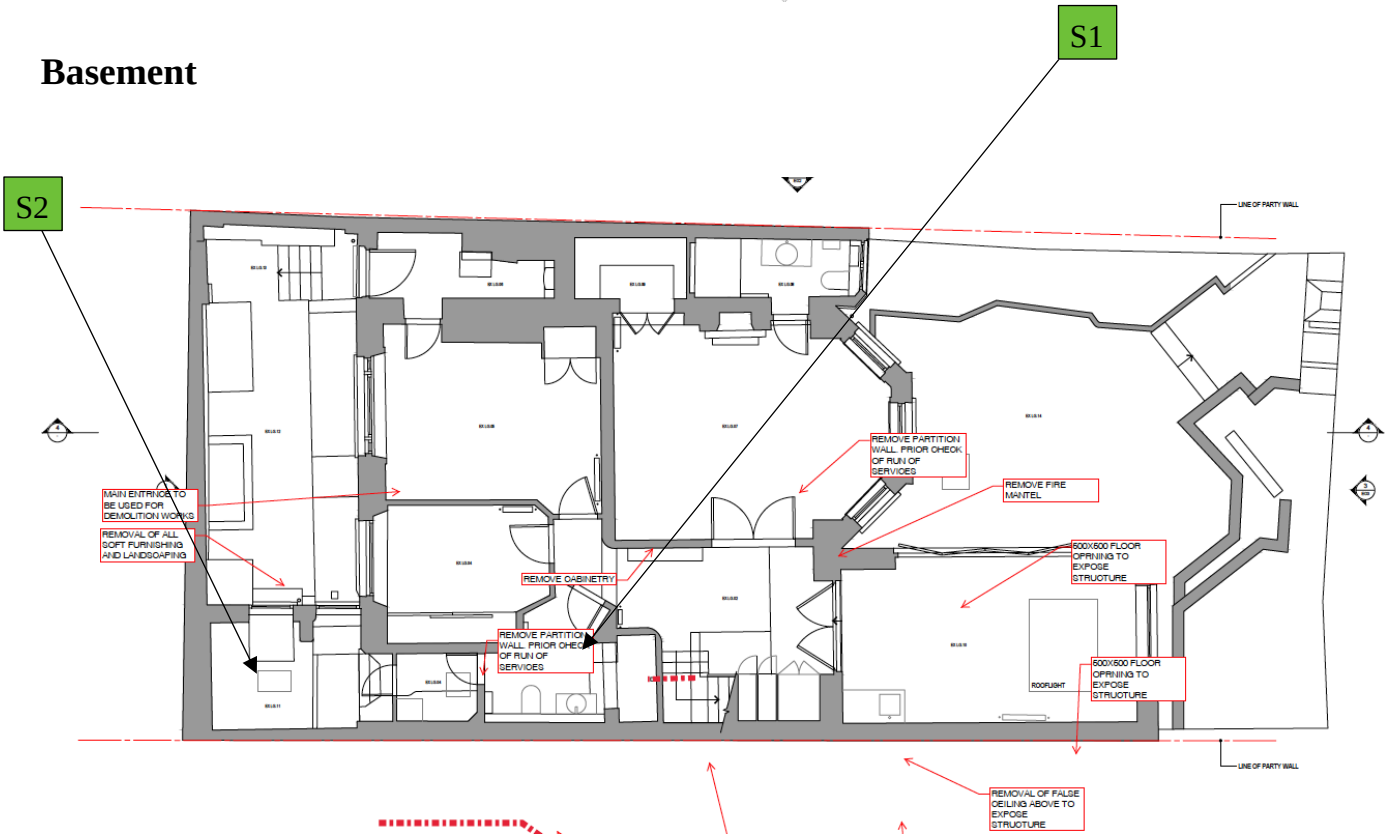
Ceiling joist and celling covering NAD

8.0 Site Plans (NTS)

Ground Floor



Basement



9.0 CONCLUSION

Asbestos based containing materials <u>have not</u> been detected on site.

No further action is required but operatives on site need to be aware that further asbestos could be found within the building and they should be vigilant when carrying out the works and should have Asbestos awareness training.

The Control of Asbestos Regulations 2012 CAR applies to all work with asbestos, whether or not a licence is required.

All asbestos must be disposed of as per the hazardous waste regulations 2005. All asbestos containing materials must be disposed of as a hazardous waste.

If the asbestos is to remain, we recommend that a competent person should inspect the asbestos on a minimum twelve-month cycle and complete this report for three years only. After this a trained BIOH asbestos surveyor should undertake further inspections.

If asbestos remains on site the management actions and timescales should be followed in order to manage the asbestos materials on site.

Details of the Management of asbestos can be found within the HSE Approved Code of Practices.

Regulation 4 of the Control of Asbestos 2012, this gives guidance and advice on ways to manage the risk from asbestos.

To minimise your "Duty of Care" (Survey guide, Health & Safety at work act 1974, CDM 1996 etc.) towards your employees, workmen, general public alike, the following advises are also adhered to:-

A) Nominate one "Asbestos focal point" to be in charge of the asbestos in the premises.

B) Contain a paragraph within any "order of works" or contracts held with outside contractors to familiarise themselves with the asbestos register before any work inside the depot is undertaken, thus reducing your liability as an employer.

C) Operate a "permit to work" system, run by your "Asbestos focal point" in areas where asbestos materials are located.

D) Items need to be monitored on an inspection cycle, to ensure that any change to the condition is noted and updated within the register.

If removed all asbestos materials should be separated from other wastes and disposed of as Hazardous Waste regulations 2005. If required we can provide further guidance on removal methods and requirements.

10.0 SURVEY CONDITIONS AND CAVEAT

Any person using this report for tendering purposes should visit site to familiarize themselves with the locations and quantities provided.

All quantities & typical locations expressed in this report are only approximate and should not form the basis of tendering rates.

Whilst the survey report attempts to cover all areas within the site boundaries, we cannot accept responsibility for any areas that were inaccessible during the time of this survey or that were completely concealed from view.

Bulk samples have been extracted only from material, which from a visual inspection and from the surveyor's own experience appeared likely to contain asbestos.

No responsibility can be accepted for the presence of asbestos in any other material other than those analysed.

Throughout the survey all reasonable efforts were made to identify the presence of any materials, which contain asbestos content within the building. It is known that asbestos materials are frequently concealed within the fabric of buildings or within sealed voids and ducts, therefore it is not possible to regard the findings of any asbestos location survey as being definitive. It must always remain a possibility that further asbestos containing materials may be found during demolition. For reasons set out within this report, this report cannot confirm that all materials have been detected.

Where asbestos containing materials (ACM's) have been detected or presumed, it is possible that past degradation (or future deterioration) may contaminate localised areas. The presence or extent of any such contamination cannot be visually identified or assessed without the use of airborne fibre monitoring and/or swab sampling techniques etc. being employed, unless visible debris is present at the time when the survey was undertaken. This type of exercise would require a separate instruction and visit and would be subject to further cost implications.

It must always remain a possibility that some asbestos materials are still present and have been missed by the surveyors due to inaccessibility. Care should always be adopted especially when demolition works are in progress. If any suspect materials are uncovered during demolition they should be sent for analysis.

REPORT PREPARED BY …… P. Hunt

REPORT CHECKED BY..... S. Hunt
DATED…..... 8th January 2021

APPENDIX H
CIA Checklsit

CONSTRUCTION MANAGEMENT PLANS

Cumulative Impact Area

Central London

Statement & Checklist

Planning Reference	2021/1586/P
Site Address	13 Regent's Park Road, NW1 7TL

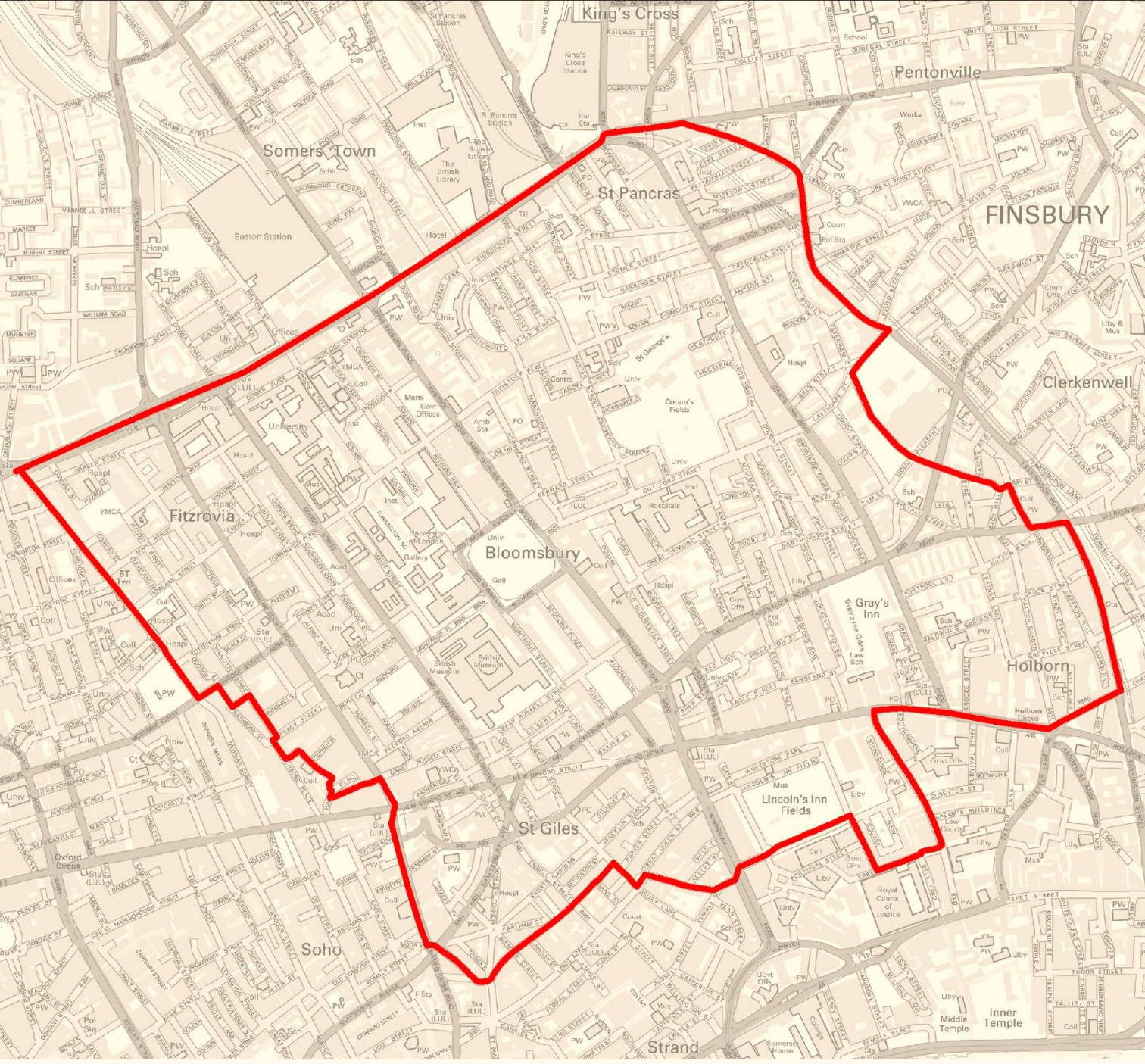
Camden

Statement

The Central London area represents just under a quarter of the total planned development activity in the borough despite only representing 13% of the geographical area. In addition to activity related to the redevelopment of sites, there is a significant amount of commercial buildings that undertake refurbishment works that have similar impacts but are not controlled by planning consents. The interaction of high levels of construction and construction traffic with established business/residential travel patterns is giving rise to heightened community concerns and mean that there is an increased need for careful management of construction activities and their potential impacts

The area is characterised by historic buildings with narrow streets alongside high density modern developments, with residential and commercial operations sitting side by side - the area also attract a lot of tourism, and as such the movement of people is much greater than just residents and employees. The busy nature of this area means that even the smallest redevelopment may give rise to complications with traffic and reports of public nuisance.

Noise and vibration from construction sites has the potential to give rise to significant adverse effects on health and quality of life. Based on our experience we know that some of these impacts can be effectively managed. However, this potential is affected by the challenges posed by Cumulative Impacts where the impacts of various construction sites create effects of greater significance than or different to that of each individual construction site. Managing the impacts of various sites in one area and ensuring a consistent approach to noise and vibration mitigation can be a major challenge in its own right.


King's Cross
Pentonville
Somers Town
St Pancras
FINSBURY
Euston Station
Clerkenwell
Fitzrovia
Bloomsbury
Gray's Inn
Holborn
St Giles
Lincoln's Inn Fields
Soho
Strand
Middle Temple
Inner Temple

Statement

Redevelopment proposals need think carefully how a site will be delivered, considering issues well beyond the site boundary, in particular:

- The proximity of properties, in particular the potential for structure borne noise and dust control
- Co-ordination with neighbouring sites, considering both construction traffic and business that require deliveries
- Communication and availability of data to a wider audience who may not be in close proximity to the development but nonetheless will be impacted, such as those who work in the area.
- The area is a designated Air Quality Management Area (AQMA) and the Council has made a commitment to reduce particulate air pollution to levels recommended by the World Health Organisation. In response, all sites in the Central London area will be required to undertake the following additional obligations as part of their Construction Management Plan. Developers/ Contractors will be required to justify (and for such justification to be made public) why any of the following elements cannot be achieved:-

WORKS

- Assumption of no working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works
- Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site.
- Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities.

COMMUNICATION

- CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage
- All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view
- Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required.
- Construction Working Groups will be conducted jointly with neighbouring sites
- All environmental monitoring data to be made available on-line and on site boards

DELIVERIES

- A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis.
- Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible.
- No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and vehicles will not be permitted to circulate the highway to avoid this requirement)
- A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken

Statement

MITIGATION AND RESPITE

- Adoption of localised mitigation measures such as washing the windows of neighbouring properties.
- Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor
- Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council
- Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)

SITE CONDUCT

- A firm disciplinary policy, such as a two strike warning before removal from site must be operated
- Contractors must attain the Considerate Contractors Scheme ‘Exceptional’ score
- Contractor must employ an enforcement process to ensure that contractors vehicles do not idle
- A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated
- CLOCS compliance monitoring results need to be reported to council
- All sites must ensure that Traffic Marshalls /Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.
- The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.
- Weekly ‘toolbox talks’ should be conducted with all site operatives to advise of the requirements expected by the Council.
- Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.

MACHINERY AND EQUIPMENT

- All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment
- NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers
- The site must connect to mains prior to works commencing to remove the need for diesel generators
- At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives
- Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies.
- Environmental monitoring summary reports should be sent to Camden officers on a monthly basis

CHECKLIST

All development sites in the Cumulative Impact Area which are required to submit a Construction Management Plan (CMP) or Demolition Management Plan (DMP) are required to complete this checklist.

The checklist will need to be presented for comment to the local community as part of the pre-submission CMP/DMP. The Council will not accept the submission of the CMP/DMP unless it receives both the completed CIA checklist . If a particular requirement cannot be met, stipulate the reason why and propose an alternative solution to achieve the objective

	Requirement	Response
WORKS	No noisy working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works	Agreed
	Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site	Agreed
	Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities	Agreed
COMMUNICATION	CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage	Agreed
	All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view	Agreed
	Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required	Agreed
	Construction Working Groups will be conducted jointly with neighbouring sites	Agreed
	All environmental monitoring data to be made available on-line and on site boards	Agreed

	Requirement	Response
DELIVERIES	A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis	Agreed
	Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible	Agreed
	No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and Vehicles will not be permitted to circulate the highway to avoid this requirement)	Agreed
	A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken	Agreed
MITIGATION AND RESPITE	Adoption of localised mitigation measures such as washing the windows of neighbouring properties	Agreed
	Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor	Agreed
	Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council	Agreed
	Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)	Agreed

	Requirement	Response
SITE CONDUCT	A firm disciplinary policy, such as a two strike warning before removal from site must be operated	Agreed
	Contractors must attain the Considerate Contractors Scheme 'Exceptional' score	Agreed
	Contractor must employ an enforcement process to ensure that contractors vehicles do not idle	Agreed
	A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated	Agreed
	CLOCS compliance monitoring results need to be reported to council	Agreed
	All sites must ensure that Traffic Marshalls / Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.	Agreed
	The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.	Agreed
	Weekly 'toolbox talks' should be conducted with all site operatives to advise of the requirements expected by the Council.	Agreed
	Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.	Agreed

	Requirement	Response
MACHINERY AND EQUIPMENT	All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment	Agreed
	NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers	Agreed
	The site must connect to mains prior to works commencing to remove the need for diesel generators	Agreed
	At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives	Agreed
	Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies	Agreed
	Environmental monitoring summary reports should be sent to Camden officers on a monthly basis	Agreed
	The use of powered, percussive breaking equipment should be avoided. Where this is considered not possible early discussions with the Council.	Agreed