

34 HOLLYCROFT AVENUE
HAMPSTEAD, LONDON NW3 7QL

PROPOSED LOWER GROUND FLOOR BENEATH THE
FOOTPRINT OF THE HOUSE AND BENEATH APPROVED
REAR SINGLE STOREY EXTENSION



CONSTRUCTION MANAGEMENT PLAN
AUGUST 2022 (REV A)

G S Construction Engineering Limited
Co-Space Stevenage
25 Town Square
Stevenage SG1 1BP
Email: arek@gs-construction.co.uk
Contact: Mob: 07572975400



Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
23 rd August 2022	Rev A	PC – Planning Application Submission

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

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

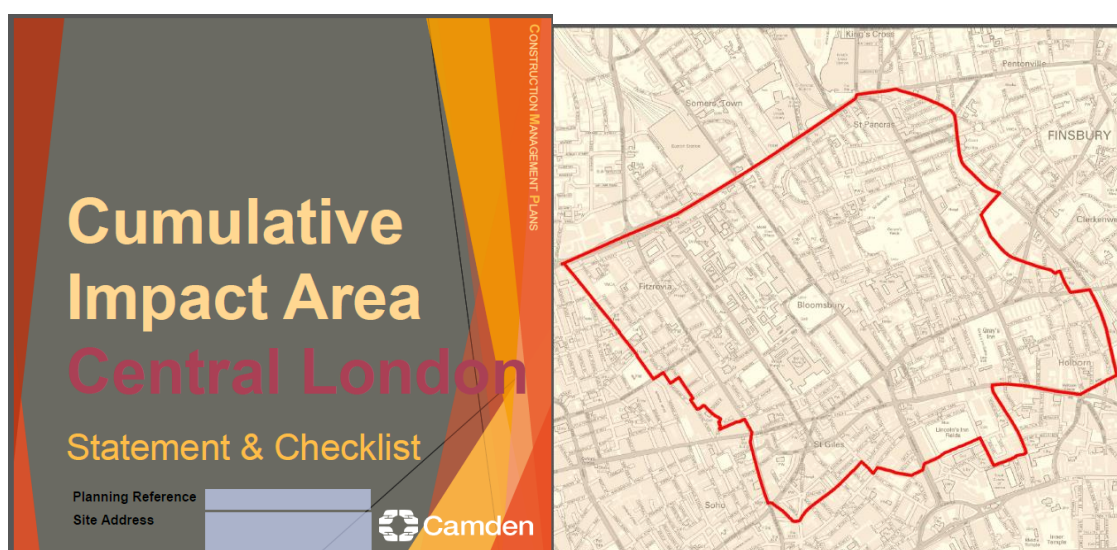
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

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

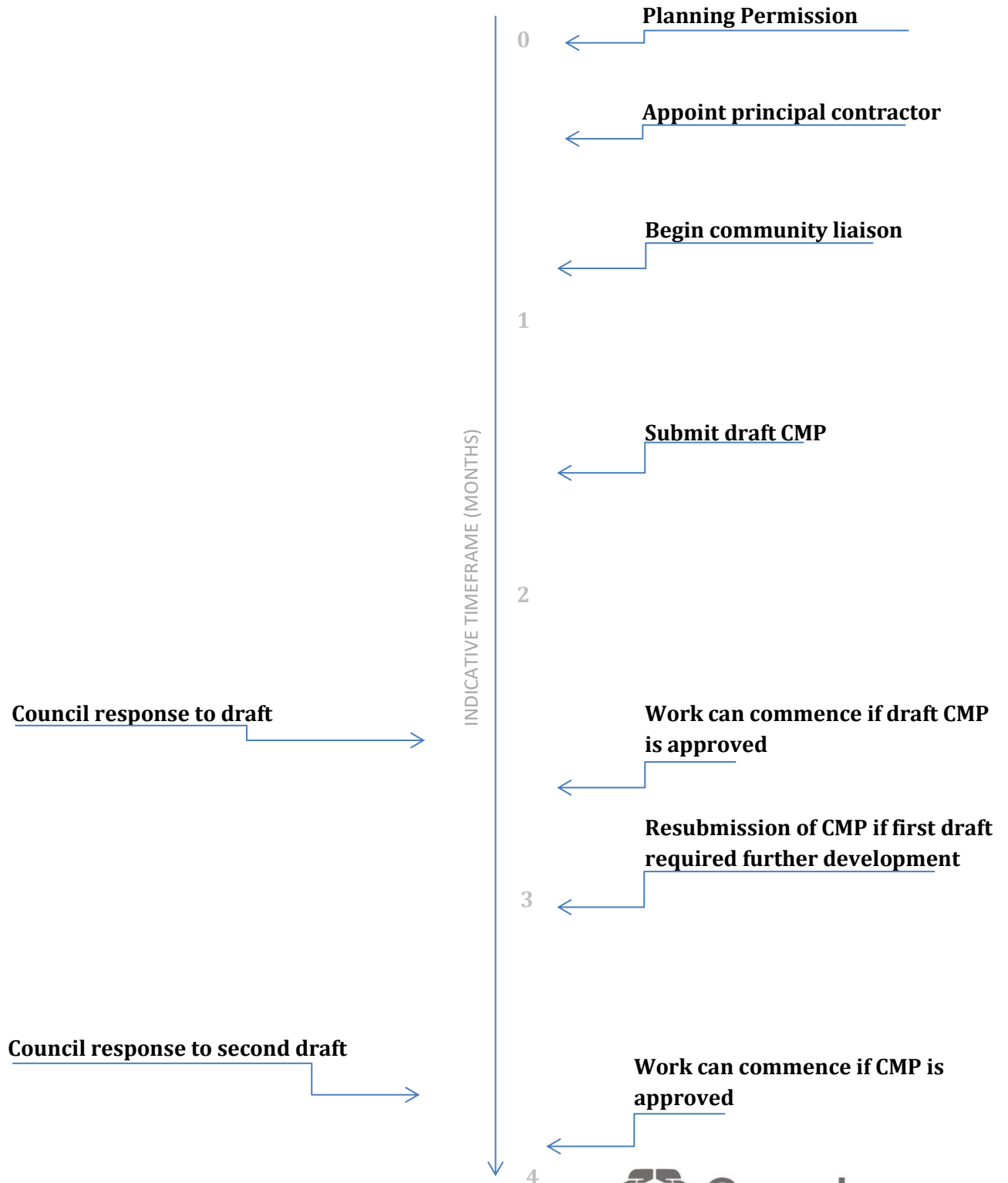
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

INTRODUCTION AND BACKGROUND

Planning Permission 2022/0800/P was granted on 27 June 2022 for the :

Removal of existing rear conservatory and replacement with a courtyard and erection of single storey side/ rear extension.

It is now proposed to construct a Lower Ground floor beneath the footprint of the original house and beneath the newly approved extension. This Construction Management Plan has been submitted in support of a Planning Application for the additional Lower Ground Floor but covers the full extent of the construction works i.e. the new single storey extension and the lower ground floor.

The property lies within The Redington and Frognal Conservation Area. The conservation area is further sub-divided and Ferncroft Avenue lies within Sub Area 2. There are three roads known as The Crofts. Hollycroft Avenue is one of these roads. Hollycroft Avenue is more modest than Ferncroft Avenue and largely comprises of semi-detached houses of varied individual appearance but with a “mix and match” set of elements and materials.

G S Construction Engineering Limited will be engaged to carry out the construction works.

G S Construction Engineering Limited are a well-established local contractor with substantial experience in delivering this type of project and also in working in similar central London locations including within The Redington and Frognal Conservation Area. G S Construction Engineering Limited have completed similar projects at 14 and 16 Hollycroft Avenue.

It is good practise for a Construction Management Plan (CMP) to be prepared for these types of projects. This CMP has been prepared in accordance with the Council's proforma.

A Construction Management Plan outlines how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations and minimising the impact on local amenity. A Construction Management Plan should cover both demolition and construction phases of development. Details of the Construction Management Plan will relate to the scale and kind and location of the development and they should assess the impact on transport and on local amenity including road user amenity.

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

It can be seen that the proposed works are relatively modest in size. A large proportion of the works will be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site. The work will not require any demolition, with the exception of the current rear extension. This will be carried out using small hand tools. As such this is a Construction Management Plan and not a Demolition and Construction Management Plan.

This Construction Management Plan sets out details of the environmental protection, highway safety and community liaison measures that will be implemented in order to mitigate the impacts from the project. It will be seen that the Construction Management Plan puts into place measures that will ensure there are no adverse effects on the Conservation Area features. We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours. The Construction Management Plan also includes a waste management strategy for handling and disposing of construction waste. We will update the Council every three months (or more frequently if requested) on our progress and any issues/complaints throughout the construction period.

We acknowledge that this CMP will be a live document throughout the construction. We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by G S Construction Engineering Limited and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

A very similar project has recently been successfully completed without any complaints in The Redington and Frogna Conservation Area. The same team (main contractors, noise consultant, pest control etc) will be involved on this project and the team is therefore well versed in the requirements of the CMP in this sensitive residential area. The same precautions and controls will be put in place for this project as those used previously together with additional improvements learned from previous projects.

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

CMP submitted in support of Planning Application

Address: 34 Hollycroft Avenue
Hampstead, London NW3 7QL

Planning reference number to which the CMP applies: To be confirmed

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

Name: Philip Cunningham
Address: The Cunningham Consultancy Limited
147 Billy Lows Lane
Potters Bar
Herts
EN6 1UY

07903202557
Email: billylow@ntlworld.com

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

CONTRACTOR STILL TO BE CONFIRMED/APPPOINTED

Name: Arek Targosz
Company : GS Construction Engineering Limited
Position: Site Manager
Address: Co-Space Stevenage
25 Town Square
Stevenage SG1 1BP
Tel number 07572975400
E-mail address: arek@gs-construction.co.uk

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

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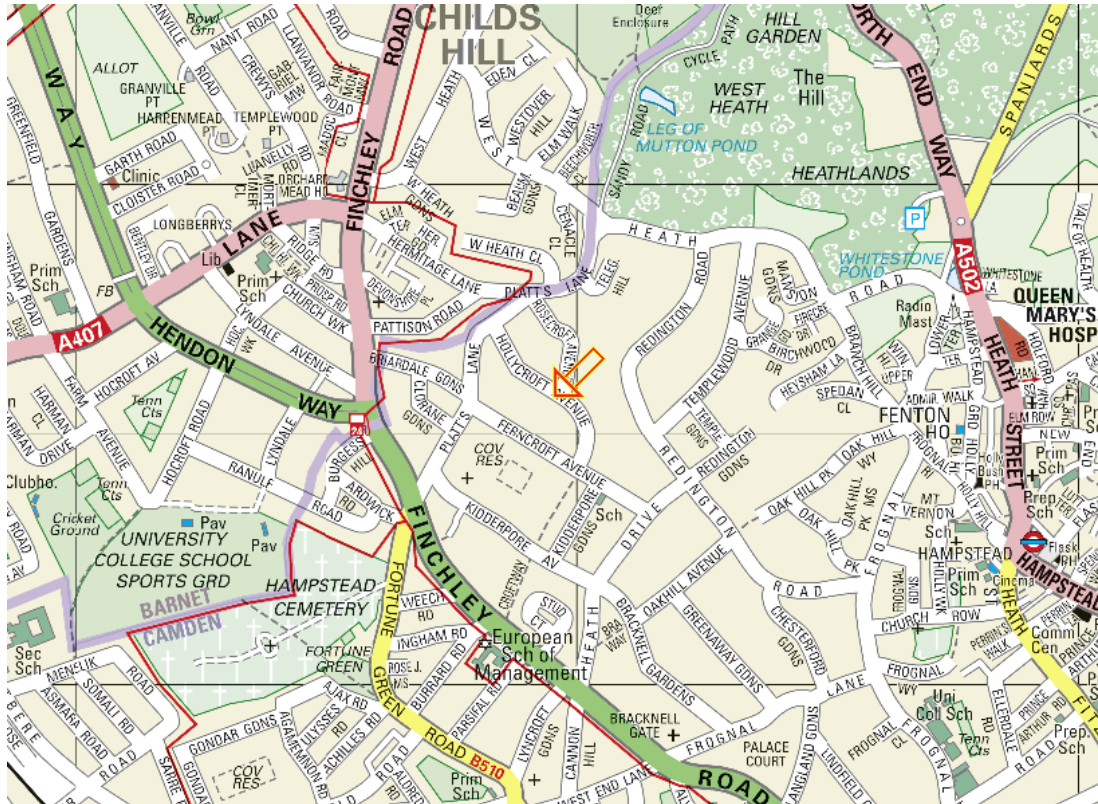
5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

CONTRACTOR STILL TO BE CONFIRMED/APPPOINTED

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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.



Hollycroft Avenue is residential in nature. Hollycroft Avenue lies within a controlled parking zone which operates Monday to Friday 12.30 to 2.30. The road is also subject to a 20mph speed limit. The property has a dropped crossover with a short length of single yellow line (approx.. 5m). To both the north-west and south-east there are Permit Holders parking spaces. There is a large street tree outside no 34 Hollycroft Avenue.

G S Construction Engineering Limited will be engaged to carry out the construction works. The works consist of a new floor lower ground beneath the foot print of the house and beneath a proposed single storey extension. As such it can be seen that the proposed works are relatively modest in in size

Access to the site will be from the Finchley Road (A41) via Heath Drive. The junction of Finchley Road/Heath Drive is traffic signal controlled.

The agreed contents of the Construction Management Plan will be complied with unless otherwise agreed with 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 and complied with thereafter.

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 works consist of a new floor lower ground beneath the foot print of the house and beneath a single storey extension. As such it can be seen that the proposed works are relatively modest in size.

Most works will also be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site, with a gate and then the main door of the house. Thus two noise and dust barriers from the work within the house. These doors shall be kept closed whenever any noisy and potentially dusty activity is being undertaken.

As such the work is of a fairly routine nature. There are no particular challenges in respect to this project. With the exception of a small micro excavator (such as a JCB 8010), only handheld power tools are likely to be used.

The access from the Finchley Road will be via Heath Drive and Ferncroft Avenue. The egress will be via Platt's Lane except for vehicles travelling northwards which will need to use Kidderpore Avenue and Heath Drive. These circular routes will mean that no construction related vehicles will need to turn around on residential roads. All the junctions on the access and egress routes are relatively wide and also protected with waiting restrictions.

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

The overall programme of works is 12 months (this includes the basement works if approved). This can be split into three main phases, though some overlap between them:

Work Phase	Proposed Start	Proposed End	Duration
Site set up, internal strip and preparation	January 23	January 23	1 month
Excavation and structural work	February 23	July 23	6 months
1 st /2 nd fix and fit out	August 23	December 23	5 months

The 24 hour contact will be

Name: Arek Targosz

Company : GS Construction Engineering Limited

Position: Site Manager

Address: Co-Space Stevenage

25 Town Square

Stevenage SG1 1BP

Tel number 07572975400

E-mail address: arek@gs-construction.co.uk

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 the site will be as follows:

- 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 adjacent two residential properties are the nearest potential receptors.

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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Details of consultation

Extensive consultation with neighbours has taken place and has been reinforced with consultation in respect to the required Party Wall agreements. The contact details have been obtained during this process to ensure a good dialog can be maintained during the construction work.

No significant issues have arisen from these consultations.

Furthermore, as a “neighbourly” gesture, the contractor has agreed not to undertake “noisy” works on a Saturday.

The Contractor will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

The Principal Contractor will be :

Name: Arek Targosz
Company : GS Construction Engineering Limited
Position: Site Manager
Address: Co-Space Stevenage
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Tel number 07572975400
E-mail address: arek@gs-construction.co.uk

We will be operating an 'open door' policy and will welcome our neighbours if they have any concerns etc. The Site Manager will hopefully be able to quickly answer any queries or concerns. The client is also keen to have a good and close relationship with the neighbours and is again happy to talk to them where this may be of value. However, it is important that an independent and impartial person is responsible for dealing with community liaison and therefore this role will be carried out by an independent consultant, Philip Cunningham (01707850923).

We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by G S Construction Engineering Limited and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

We have registered the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours.

The CMP is an important document and therefore we will consult residents of Hollycroft Avenue and bring this document to their attention. The CMP will be amended where necessary in light of any feedback. A draft copy of the letter has been attached below

DRAFT LETTER TO RESIDENTS OF HOLLYCROFT AVENUE

December 2022

Dear Neighbour

COMMENCEMENT OF WORKS AT 34 HOLLYCROFT AVENUE

The purpose of this letter is to inform you of the upcoming works at 34 Hollycroft Avenue. The works consist of a new floor lower ground beneath the foot print of the house and beneath a single storey extension.

The standard working hours for the site will be 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 Principal Contractor will be:



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A Construction Management Plan has been prepared to help minimise construction impacts and relates to both on site activities and the transport arrangements for vehicles servicing the site.

To obtain a copy of the Construction Management Plan please e-mail G S Construction Engineering Limited at arek@gs-construction.co.uk

Yours sincerely

*Truda and Daniel Agostino
34 Hollycroft Avenue*

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.

No specific Construction Working Group will be set up. However, in order to address any concerns of surrounding neighbours, close contact will continue to be made. G S Construction Engineering Limited that a key element of good community/neighbourhood relations is the contact between the site team/sub-contractors/suppliers and the local residents. As such the site manager will ensure that this ethos is reinforced at all site briefings and inductions. The site will also operate an 'open door' policy to allow any local resident to visit the site office to raise any concerns with site manager. Information boards with the contact details of key staff and head office will be on display on the hoardings.

A Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

The Contact Board will include the following:

- a) The title 'Contact Board'
- b) Name of the main contractor, address and person to whom correspondence should be addressed.
- c) Name of the site manager.
- d) Month and year of completion of works.

Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

As mentioned above, the Contractor will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

Any complaints will be recorded.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#). Please provide the CCS site ID number that is specific to the above site.

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

The project will be registered with Considerate Contractors Scheme

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.

Currently there are no major construction sites in the vicinity of the development, though there are some relatively small scale residential construction projects. This will be reviewed prior to work starting on site. Due to the residential nature of the area it is not anticipated that the cumulative impacts from further sites in the area will create significant problems.

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:

CONTRACTOR STILL TO BE CONFIRMED/APPPOINTED

Name: Arek Targosz

Company : GS Construction Engineering Limited

Position: Site Manager

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

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (eg. SUD, elearning, Van Smart, on-cycle training etc). CLOCS Compliance will be included as a contractual requirement.

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide.

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. Results from these checks will be logged and retained, and enforced upon accordingly. Where the contractors' own vehicles and drivers are used the above approach will be modified accordingly.

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

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

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

Confirmed.

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

Site Traffic

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

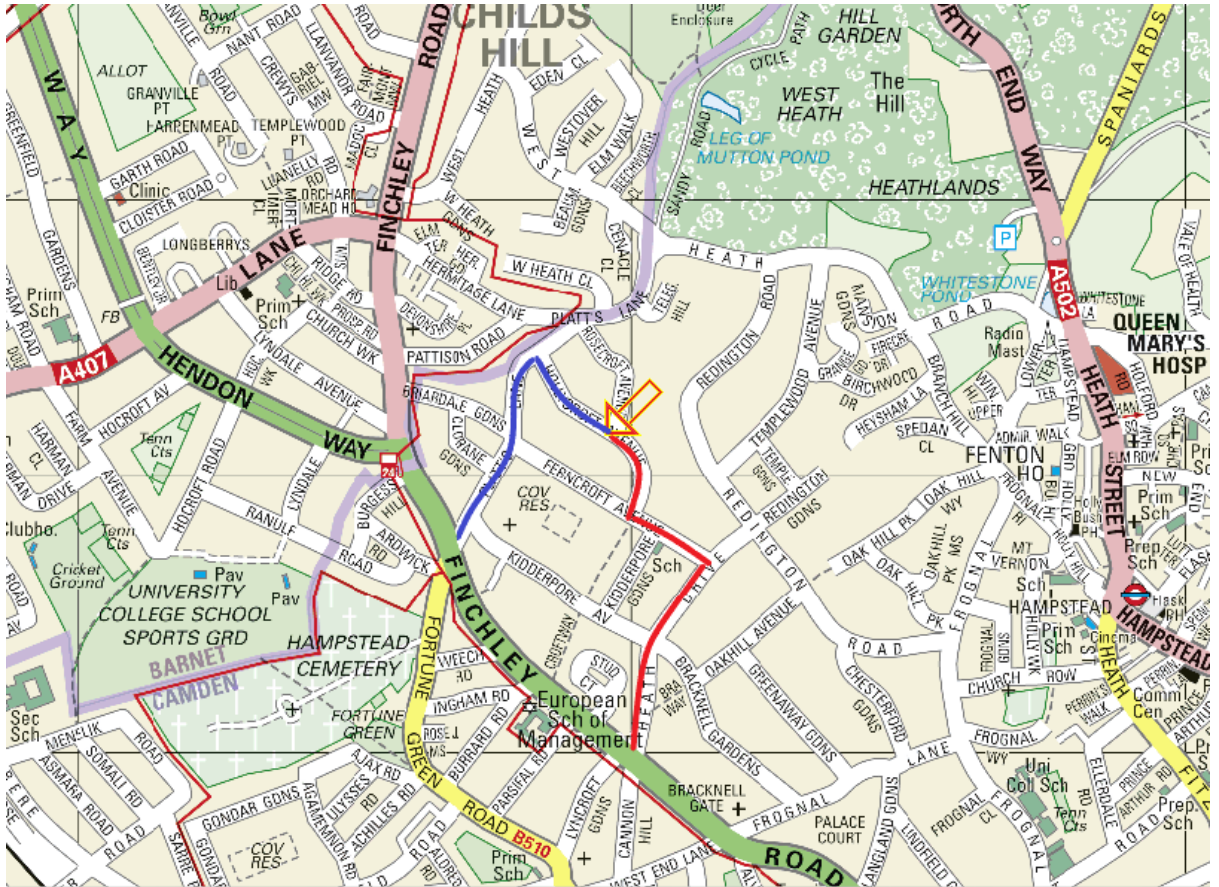
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

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

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

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

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



Access to the site from the north will be from the Finchley Road (A41) via Platt's Lane (signal controlled) and then a right turn into Hollycroft Avenue (Route shown in Blue). Egress will be along Hollycroft Avenue left along Ferncroft Avenue and right into Heath Drive (Route shown in Red). The junction of Finchley Road/Heath Drive is traffic signal controlled where vehicles can then turn right to head back towards the north. Access and egress from the south will be the opposite of the above. The need for two routes is due to banned turns at the traffic signal controlled junctions on the Finchley Road (A41) at Platt's Lane.

- 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.

Details of the access routes will be provided to all suppliers when placing orders and when arranging for visitors to the site.

As strict delivery procedure will be followed for all parking and loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. Deliveries will be allocated time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users.

Deliveries will be made from the kerbside in front of the site in accordance with the **Safety at Street Works and Roads Work – A Code of Practise October 2013.**

The designated site operative will be responsible for the movement of materials from delivery vehicles to the site. Where necessary site operatives will control deliveries along the footway to ensure pedestrian safety is maintained at all times.

All materials will be stored within the site boundary. No materials will be stored on the public highway.

No parking will be permitted within the site as no spaces will be available. All sub-contractors will be informed that all roads in the area are restricted by parking controls and they will be encouraged to use public transport.

19. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

The proposed working hours during which vehicles will arrive and depart will be 08.00am to 18.00pm Monday to Friday and between 08.00 and 13.00 hours on Saturdays. Only in exceptional circumstances will vehicles arrive or depart outside these hours. Construction vehicle movements will be between 9.30am and 4.30pm.

It is likely a number of varying types of vehicles will be required to undertake deliveries to and from site. These will include:

Skip Lorries (approx. size 7.5m long and 2.4m wide)

Ready Mix Concrete Lorries (approx. size 8.25m long and 2.45m wide)

Flatbed delivery lorries, for items such as steelwork/timber/windows/doors etc (approx. size 8.5m long and 2.4m wide)

It is not anticipated that this scheme will require any more than 2-3 deliveries a day on average. It is envisaged that this level of delivery will be fairly constant throughout all three construction phases.

Nearly all deliveries and the skip exchanges are expected to last less than 15 minutes.

No vehicles will enter the site and there will be no tight manoeuvres required for the site access or servicing. As such no Autotrack swept path analysis has been undertaken.

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

As previously stated, currently there are no major construction sites in the vicinity of the development, though there are some relatively small scale residential construction projects. This will be reviewed prior to work starting on site. Due to the residential nature of the area it is not anticipated that the cumulative impacts from further sites in the area will create significant problems.

Contact will be made with any other sites and any other consented schemes in the immediate vicinity to ensure co-ordination where required so that any disruption is minimised.

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

There are no tight manoeuvres tight manoeuvres on vehicle routes to and from the site or in terms of the access and egress arrangements at the site and as such no swept path drawings have been prepared.

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 limited number of deliveries and the booking system, no off-site holding area will be required.

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

Similarly, due to the limited number of deliveries and the booking system, no construction material consolidation centres are felt necessary, and/or delivery by water/rail is not felt to be appropriate

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

All subcontractors and suppliers will be to turn off their engines during deliveries. The designated site operative will be responsible for ensuring this rule is fully complied with.

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.

No vehicles will enter the site – N/A

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.

No vehicles will enter the site – N/A

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.

No vehicles will enter the site – N/A

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

No vehicles will enter the site – N/A

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

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

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

No vehicles will enter the site – N/A

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

No vehicles will enter the site – N/A

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.

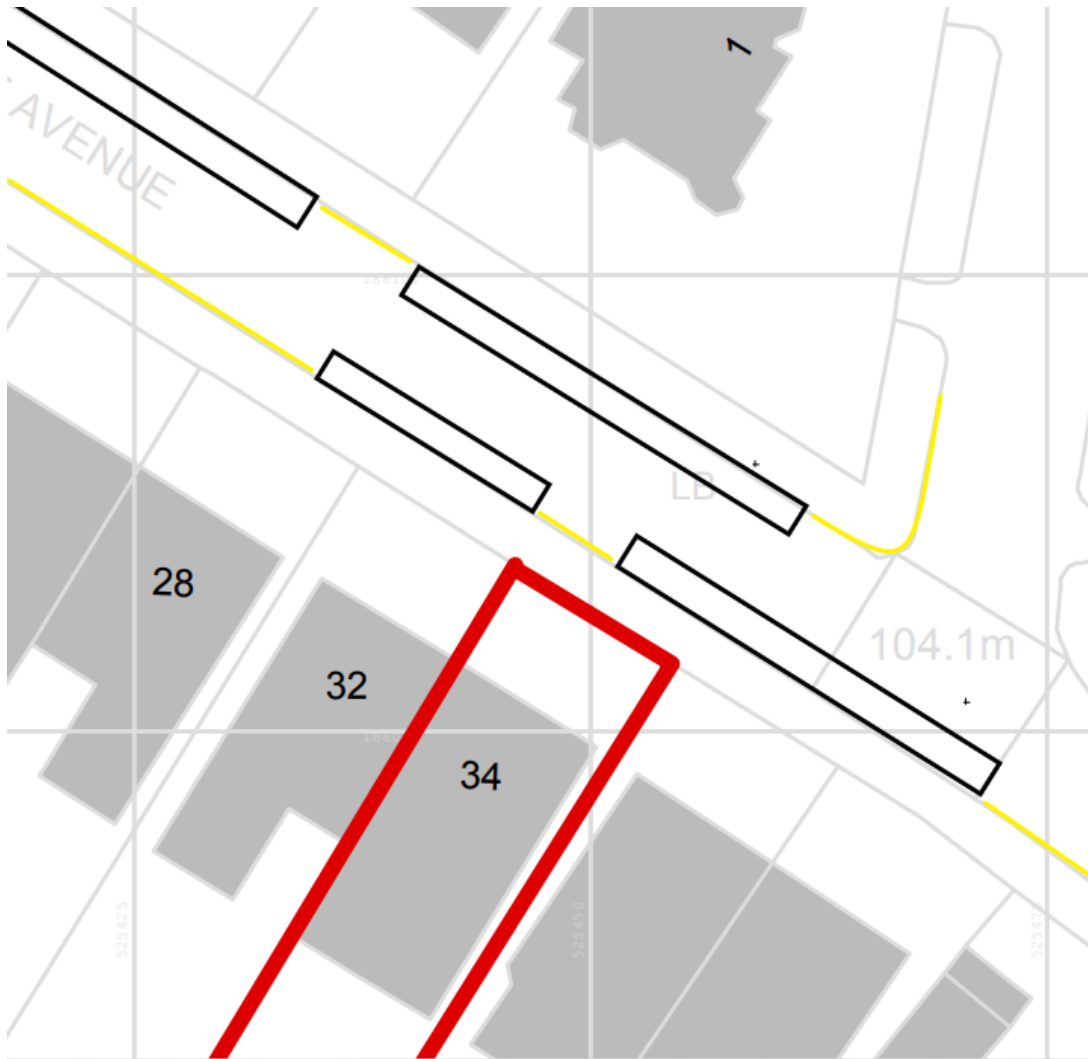
If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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.

The carriageway width of Hollycroft Avenue is around 8m.

The footway of outside the property is 2.5m wide and the footway on the opposite side of the road is also 2.5m wide.



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 - including details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

It is anticipated that for some larger deliveries the parking space will be required directly in front of 30 and 32 Hollycroft Avenue shown in the plan above.

The Council's Highways Team will be contacted regarding the above and made aware of the timescales and in terms of the required Temporary Traffic Management Order and License requirements.

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 the proposed occupation of the public highway.

There will be no occupation of the public highway for storage, site accommodation or welfare

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.

No diversions are required.

Materials will need to be moved across the footway between the loading area and the site entrance. While this footway is only lightly used, in order to ensure this is done with maximum safety for pedestrians, all delivered will be managed and controlled by site staff (banksmen) who will ensure all movement of goods/supplies is carried out safely.

Cyclists will not materially be affected by the works.

Details of how traffic associated with the Development will be managed in order to reduce congestion

As previously mentioned, deliveries to site will be closely controlled and managed. The timing of deliveries should ensure that any disruption/congestion is kept to an absolute minimum. Where possible, deliveries will be programme to take place in the off-peak period. In particular, it is envisaged that the limited concrete and steel deliveries will be carried out outside the peak period and outside of school arrival and departure times.

Whenever possible, all site deliveries will consist of full loads rather than part loads in order to reduce the overall number of trips.

All workers and subcontractors will be encouraged to travel to site by public transport. As no parking will be provided for workers, it is not anticipated that these will generate vehicular movements.

Other measures designed to reduce the impact of associated traffic

The proposed development is relatively small with a very low traffic generation and as such no further measures to reduce the impact of associated traffic have been proposed.

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.

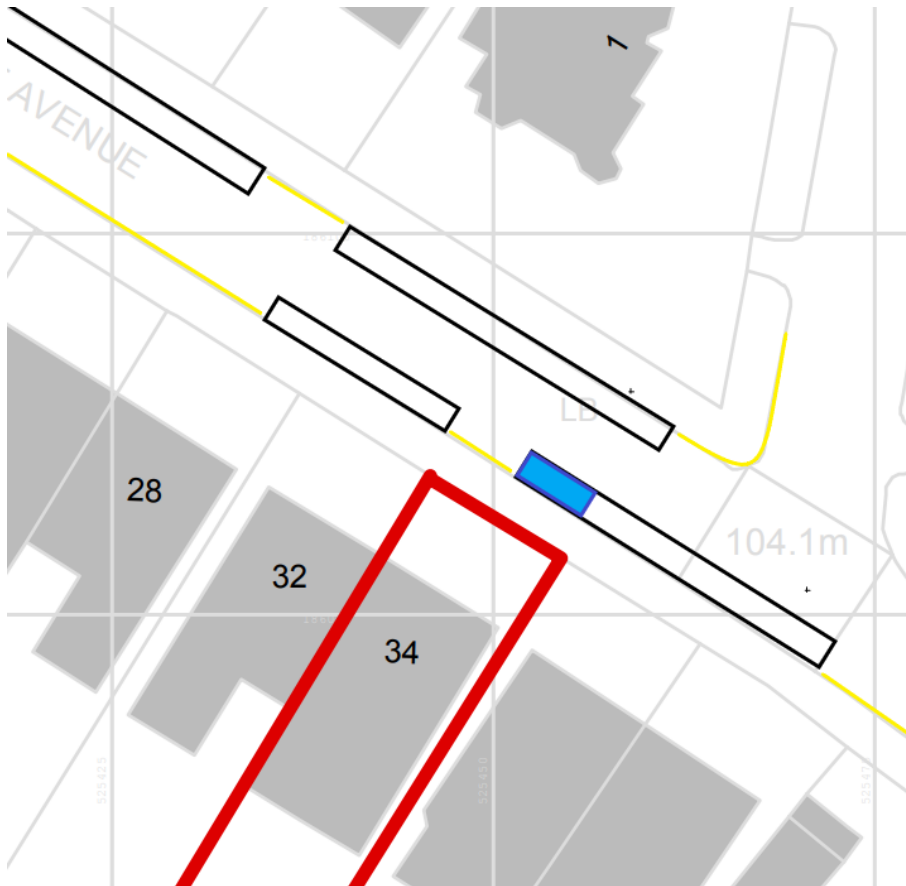
A secure hoarding will generally be required at the site boundary with a lockable access.

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.

2.4 metre high wooden hoardings has been provided around the site during the main works. The hoardings will be painted in the livery of G S Construction Engineering Limited and will be maintained in good order throughout the construction period. Gates will be provided in the hoarding for deliveries. There will be no public viewing built into the hoardings as these are not felt appropriate for this project. There will be no decorative displays as these are not felt to be appropriate.

Materials will need to be moved across the footway between the loading area and the site entrance. While this footway is only lightly used, in order to ensure this is done with maximum safety for pedestrians, all delivered will be managed and controlled by site staff (banksmen) who will ensure all movement of goods/supplies is carried out safely.

Parking suspension for a skip (see blue area below) will be requested at various stages in the construction. As the road is 8m wide this would not have any significant impact on traffic.



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.

There will be no scaffolding and therefore no overhang to any public footpath. There will also be no gantry/cranes overhanging the public highway.

27. Services

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

companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

N/A

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.

Apart from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used. Most works will also be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site, with a gate and then the main door of the house. Thus two noise and dust barriers from the work within the house. These doors shall be kept closed whenever any noisy and potentially dusty activity is being undertaken.

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

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

Noisy work will not be carried out on Saturdays

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:

Even though the scope of construction work is limited, it is fully acknowledged that Noise and Vibration can cause real nuisance to neighbours and lead to complaints. G S Construction Limited are experienced in working in sensitive locations and have done so for many years without problems arising. A key factor in this success is that we work with a number of partners to ensure we continue to use best practice. For this project our Noise, Dust and Vibration consultant would be:

KP Acoustics Ltd.
Britannia House
11 Glenthorne Road
London
W6 0LH

KP Acoustics Limited are experienced acoustic consultants that provide clear advice in acoustics, noise and vibration

We are committed to having **No Complaints** during the build. If any complaints were to be received, these would be reviewed by G S Construction Engineering Limited and by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open-door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours. If any concerns are raised, we will call in KP Acoustics to assess the situation and to advise the most appropriate way in which any problems can be addressed. Due to the residential nature of the area, existing noise levels are expected to be low.

Noise levels from construction during the working day will be monitored against indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. As mentioned above, apart from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used. Most works will also be carried out internally or below ground which will greatly reduce environmental risk and impact.

Noise levels will be monitored during construction as follows:

- Noise and Vibration monitoring will be carried out regularly, as well as in response to requests/complaints or any new activities that have the potential to generate significant noise.
- Checks will be made on method statements to ensure that the best practice described in the standards is being applied in the method and site activities.

Noise attenuation screening will be used if deemed appropriate. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials

as far as reasonably practical. However, due to the nature of the works no noise attenuation screening is currently felt to be required.

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

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

It is not anticipated that noise levels will exceed indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. Monitoring will be undertaken to ensure compliance with this recommendation.

Where the measured noise levels are more than 3 dB (A) above the maximum indicative 75dB action level or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so.

Vibration is not predicted to be an issue in light of the nature of the proposed works.

However, it is accepted that concerns may arise and therefore if this is the case we would again call in KP Acoustics to assess the situation and to advise the most appropriate way in which any problems can be addressed.

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.

Noise and Vibration Mitigation:

G S Construction Engineering Limited have built up a substantial amount of experience in terms of minimising noise and vibration by taking advice from specialist companies, including KP Acoustics, and by implementing mitigation measures. The key mitigation measure currently employed are set out below.

All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors. Vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mm/s^{-1} PPV for potential disturbance in residential), though Vibration is not predicted to be an issue in light of the nature of the proposed works.

- Any noise emitting equipment on site that is required to run continuously will be housed in a suitable acoustic enclosure.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The use of and noise from, percussive tools will be limited as far as reasonably possible.
- The hoarding erected around site will also help to reduce noise transmission.
- Excavators will be fitted with hydraulic pulverisers and shears whenever possible in preference to hydraulic hammers.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per BS 5228-1: 2009.
- Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.
- The positioning of compressors will also be taken into consideration to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers
- Electrically powered tools will be used as opposed to petrol/diesel powered, wherever possible.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- No personal audio equipment will be allowed on site e.g. radio.
- Acoustic blankets will be employed where necessary on the party wall.

Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary. Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

As mentioned above, the proposed works are modest in size and most works will also be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site, with a gate and then the main door of the house. Thus, two noise and dust barriers from the work within the house. These doors shall be kept closed whenever any noisy and potentially dusty activity is being undertaken.

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

The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors.

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 a focus on both preventative and reactive mitigation measures.

Best Practice Means (BPM) will be used to ensure that dust does not cause nuisance. Where dust is considered to be a risk during a specific site activity, mitigation measures will be included in the task specific method statement for the work. The controls listed in the method statement will be assessed on site to ensure they are adequately carried out and effective. The controls will be briefed to the engineers and operatives to ensure they are aware of mitigation measures and controls to be employed. During demolition the following controls will be implemented:

- Monaflex sheeting will be placed to screen the demolition where possible.
- A soft strip of materials will be carried out prior to structural demolition.
- Materials will be removed from site as soon as possible for appropriate recycling and disposal.
- Drop heights will be minimised as far as possible.
- A water spray will be used to control dust.

Mitigation measures to ensure dust is kept to a minimum will include:

- Large stockpiles of materials will be avoided and are not anticipated due to the nature of the project and the restrictive available area during the initial excavation.
- Use dust screening where possible.
- Damping down the areas with water to suppress the dust whilst ensuring the application does not create excessive mud.
- Construction plant will be well maintained and operated to minimise emissions.
- Good housekeeping including the regular sweeping of floors will be maintained and debris disposed of in enclosed skips.
- Outer surfaces of skip will be washed before leaving site. Vehicles shall not enter or leave site via road in any but exceptional circumstances.
- Equipment and techniques such as dust extractors will be used to minimise dust when using cutters and saws.
- Portable knapsack dust suppressors will be employed on floors.
- The Environmental Advisor will brief operatives on good practice and will carry out regular inspections to ensure that BPM is employed across the project.
- Wind conditions will be taken account of when arranging activities that are likely to emit aerosols, fumes, odours and smoke.

Materials will be pre-fabricated and pre-cut off site where possible to minimise dust from cutting and grinding activities. If cutting and grinding cannot be mitigated off site then water suppressant systems and or local exhaust ventilation will be employed.

In terms of our Strategy we have taken due regard of the Mayor's Best Practise Guidance on Control of Dust and Emissions.

Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary.

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.

Dirt and dust on the public highway will be greatly restricted as no vehicles will access the site. Waste material will be transported directly into skip. All muck away lorries will be covered to reduce the risk of debris falling onto the highway.

If conditions require, dust will be suppressed by spraying with water. However, as there is only limited demolition and no site traffic, it is felt that this is unlikely to be required.

In the unlikely event of materials being deposited on the public highway, immediate action will be taken by site staff to safely remove the material. If a large spill did occur, an approved road sweeper will be hired to remove the material and clean the public highway.

As no vehicles will enter the site, no wheel washing facilities will be provided.

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

Even though the scope of construction work is limited, it is fully acknowledged that Noise, Dust and Vibration can cause real nuisance to neighbours and lead to complaints. G S Construction Engineering Limited are experienced in working in sensitive locations and have done so for many years without problems arising. A key factor in this success is that we work with a number of partners to ensure we continue to use best practice. For this project our Noise, Dust and Vibration consultant would

KP Acoustics Ltd.
Britannia House
11 Glenthorne Road
London, W6 0LH

KP Acoustics Limited are experienced acoustic consultants that provide clear advice in acoustics, noise and vibration

We are committed to having **No Complaints** during the build. If any complaints were to be received, these would be reviewed by G S Construction Engineering Limited and by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

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.**

An initial Risk Assessment has been undertaken in line with GLA's Control of Dust and Emissions During Construction and Demolition 23 July 2014. During the three phases of site set up, earthworks/structural works and fit out the dust emission magnitude was deemed to be small

The Air Quality (Dust) Risk Assessment should be set out using the following four phases of development:

- Demolition
- Earthworks
- Construction
- Trackout

A site is allocated to a risk category based on two factors:

The scale and nature of the works, which determines the potential dust emission magnitude as small, medium or large.

The sensitivity of the area to dust impacts is defined as low, medium or high sensitivity.

The dust emission magnitude is small for all four stages

As the receptors are residential properties, these are classified as High sensitivity receptor

As such the Risk of Dust Impacts is Low for the Earthworks, Construction and Trackout phases.

As mentioned above, the work will not require major demolition.

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.)

The relevant mitigation measures from the SPG will be delivered onsite.

The Contractor will:

Take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment; and keep an accurate log of complaints from the public, and the measures taken to address any complaints, where they were required.

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

Note: **real-time dust (PM₁₀) 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 (PM₁₀) concentrations, any exceedances of the trigger levels, and an 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.

The site is not deemed to be High or Medium Risk.

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).

Even though the scope of construction work is limited, it is fully acknowledged that Pests can cause real nuisance. G S Construction Engineering Limited are experienced, working in conjunction with our specialist partners, in dealing with pests. A key factor in this success is that we work with a number of partners to ensure we continue to use best practise. For this project our Pest Control partner would be:

Gary Coates
West London Pest Control

Contact e-mail: gary@westlondonpestcontrol.co.uk

G S Construction Engineering Limited have built up a substantial amount of experience in terms of pest management including containing a pest infestation. This experience has been obtained by taking advice from specialist companies, including West London Pest Control Ltd, and by implementing mitigation measures.

The first mitigation measure will be to carry out baiting.

Additional key mitigation measures currently employed are set out below.

Pest Management

Renovation

1. Renovation of buildings containing a pest infestation can result in a dispersion of these pests into the surrounding area and may also result in the same pests infesting the new buildings.
2. Six weeks prior to the commencement of renovation, individual blocks, properties and the surrounding area will be surveyed by professional pest control staff in order to identify the presence and extent of any infestations. Where infestations are identified, appropriate treatments must be implemented to eliminate infestation before demolition.
3. Unprotected exposure to the debris arising from bird infestation in disused buildings can result in disease such as ornithosis. Such debris should always be dealt with by fully trained persons wearing appropriate personal protective equipment.

Sewers and rodents

1. Rats live in sewers and move through drainage systems. They come to the surface and enter buildings through breaks and faults in the drainage system.
2. Capping of drainage systems will be carried out where appropriate to isolate old redundant sewers /drains, including those servicing properties that have been vacated and are awaiting clearance and demolition.
3. Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed.
4. Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.
5. To prevent rat egress from live drains and sewers to new systems, the live systems will be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.

6. Pest monitoring and baiting programmes will be instigated on construction and refurbishment sites, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work, Etc. Act 1974.
7. An all-encompassing sewer rat monitoring programme will be implemented in the sewer systems within the project area for the duration of the project.
8. Sewers and drains will be cleared of any remaining building debris.
9. While carrying out the connection of new drains to the existing system, any exposed drain shall not be left overnight without capping with a drain stopper to prevent any rodents using the drain runs.

Site hygiene

1. Contractors will ensure that construction sites are kept as clear and tidy as possible. Accumulations of surplus or damaged building materials can act as harbourage for pests, and should be removed and disposed of promptly and safely.
2. Construction staff will not leave food debris within buildings under construction, as this will encourage pests to become established.
3. Staff site facilities including canteens, accommodation and sanitary provision will be constructed and maintained in a clean and hygienic manner and in accordance with relevant regulations and codes of practice. Waste must be stored safely in suitably located, pest-resistant, closable containers and removed frequently.

Compliance Monitoring

Information relating to site inspections, copies of receipts and details of any work carried out will be retained and provided to the Local Authority upon request.

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

An asbestos survey will be carried out prior to the commencement of works, though no asbestos is anticipated.

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.

G S Construction Engineering Limited have a strict policy in respect to the conduct of employees (both direct and sub-contractors). All complaints will be taken seriously and investigated. Action will be taken where appropriate. Repeat offenses or serious breaches will result in the removal of staff from 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 (01/23 - 09/23):
- b) Is the development within the CAZ? (N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: YES
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: YES
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: YES

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 the 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.

Very limited construction traffic is expected during the construction. There will clearly be delivery and also trips associated with the removal of waste and spoil. G S Construction Engineering Limited are committed to the Engines Off pledge.

• 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: ...22August 2022

Print Name: ...Philip Cunningham

Position: Director

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8