Construction / Demolition Management Plan

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
03/08/2022	01	Christoph Hus / Pario Construction Ltd. (first draft)
31/08/2022	02	Christoph Hus (changes after neighbourhood consultation)
05/10/2022	03	Pario Construction Ltd.
20/10/2022	04	Christoph Hus / Pario Construction Ltd.
24/10/2022	05	Christoph Hus / Pario Construction Ltd. (this version)

Additional sheets

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

Date	Version	Produced by
19/10/2022	01	Christoph Hus

Introduction

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

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

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

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

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

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

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

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

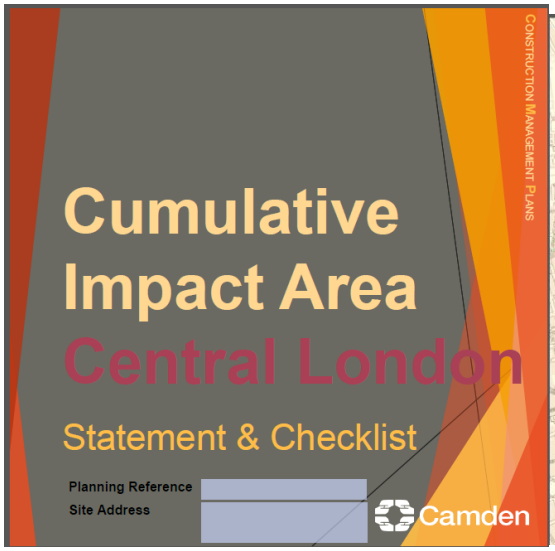
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

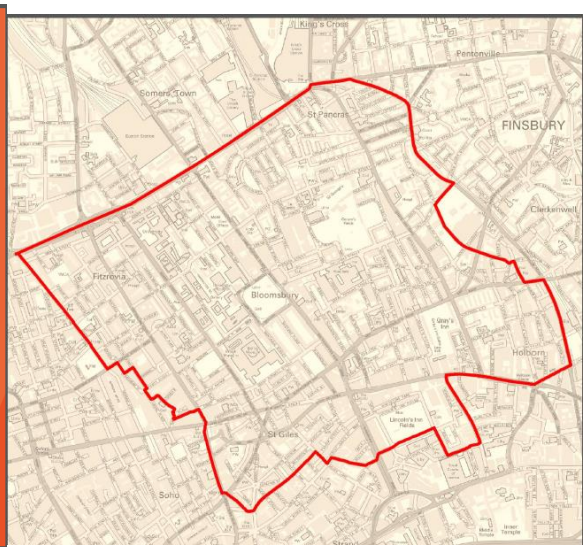
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

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

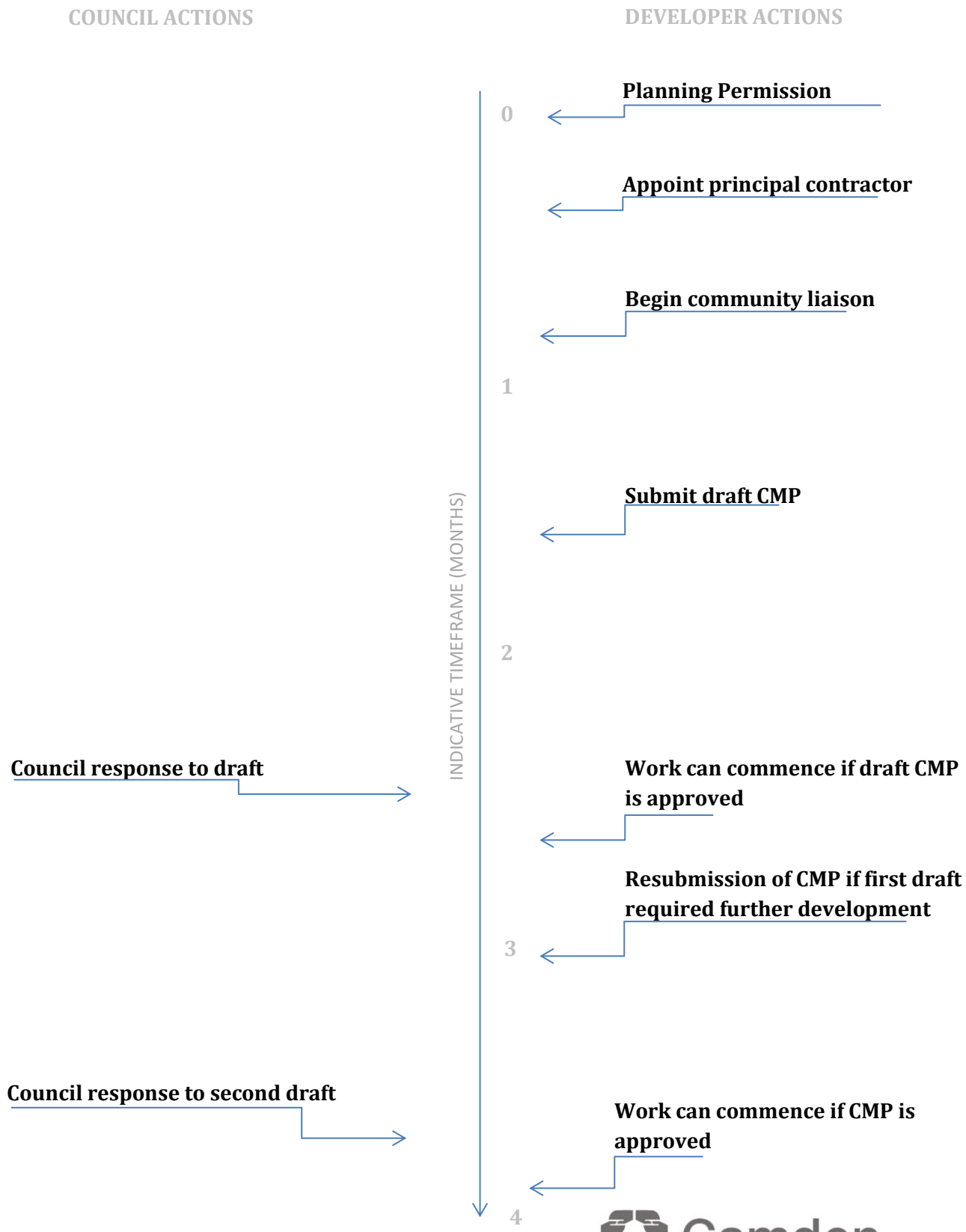
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

Timeframe


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

Contact

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

Address: 27a Lady Somerset Road, London NW5 1TX

Planning reference number to which the CMP applies: 2021/3722/P

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

Name: Daniel Smith

Address: 71-75 Shelton Street, London, Greater London, United Kingdom, WC2H 9JQ

Email: daniel@parioconstruction.com

Phone: 07341 851710

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: Mario Pandeli

Address: 71-75 Shelton Street, London, Greater London, United Kingdom, WC2H 9JQ

Email: mario@parioconstruction.com

Phone: 07904 620019

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.

Name: Christoph Hus

Address: 27a Lady Somerset Road, London NW5 1TX

Email: Christoph.hus@wortwert.de

Phone: 07852651373

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: Pario Construction Ltd.

Address: 71-75 Shelton Street, London, Greater London, United Kingdom, WC2H 9JQ

Email: daniel@parioconstruction.com

Phone: 07341 851710

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 lower ground level of no. 27 Lady Somerset Road, a mid-terrace house within a row of Georgian terrace. Lady Somerset Road runs east-west, connecting Highgate Road and Fortess Road. The site includes a privately owned south-facing garden. The property is not listed.

The proposal is for the erection of a single storey rear extension. The proposal is at the rear part of the property and includes a sunken full-width extension into the garden. The extension will provide additional living space to accommodate a 2-bedroom flat and enlarged open plan kitchen area.

The site hoarding where required will always be erected all around the perimeter of the project site and signage erected / displayed and maintained. A site Notice board will be displayed at the front of the site hoarding at all times and updated throughout the project life.

Site set up will be temporary welfare / cabin in the initial stage in the rear garden of the site, and within the footprint of the building throughout the construction period.

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 construction works include demolition of sections of the rear façade (approx. 4m wide), excavation of existing garden area to level with the existing lower ground floor level. New floor slab, retaining walls, underpinning, strip foundations, and roof to the extension area will be erected (approx. 15sqm), together with a new rear façade comprised of 7kn blockwork and glazing panels. The concrete slabs topping will be furnished with insulated floor slabs and final timber flooring/ tiling to areas as designated within the construction structural and architectural drawings.

The main challenges will include access of material into the rear of the building, the methodology will be to construct from the rear element of the project working forward and deliver will be on a "just-in-time" sequencing for all deliveries in smaller loads etc.

As the building structure is constructed a general access scaffold with protective sheeting will be erected around the outside. The new envelope will follow on consisting of traditional brickwork cladding. Once the roof slab is complete the roof coverings will also be applied. The fit out of the interior will be undertaken concurrently once the envelope has become watertight.

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 Key Dates are:
Target Start Date on site possession: 01st Nov 2022
Target Superstructure completion date: 22nd Jan 2023
Target Completion Date / Handover: 24th Feb 2023

*Note: due to current material supply delays, an allowance has been made within the program for extra time.

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

We confirm that 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.).

As the project is a rear garden extension, and referring to the site location plan, drawings along Lady Somerset Road (numbers 25,27,29) are likely to be most affected.

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.

Conversations (meetings and phone calls) in weeks 32/33 2022 with immediate neighbours (27/25/29 Lady Somerset Road) about the draft CMP and the planned works:

- Claudia Lohmeyer, Manfred Orth, Julia Trice (25 Lady Somerset Road)
- Nathalie Chomette, Deirdre Cullen, Anna Arbiter (27 Lady Somerset Road)
- John Allen (29 Lady Somerset Road)

Email to the neighbourhood email group for Lady Somerset Road, Burgley Road and Evangelist Road in week 33 2022 regarding the draft CMP and the planned works.

Comments received (in conversations with immediate neighbours and in replies to the neighbourhood group email):

- There should not be any noisy works in the early hours or after 5pm and on Sundays.
- Immediate neighbours would like to have more detailed information about when exactly (precise date) the noisiest works will start.
- The entrance to 27 Lady Somerset Road should not be obstructed.

All of the comments/concerns have been addressed in this Construction Management Plan and in conversations with the neighbours.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

The site is neither sensitive nor are we aware of a high level of construction activity in the neighbourhood.

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.

Site ID: 132970

The contractor has read and understood the Guide for Contractors Working in Camden.

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.

We are not aware of any other construction activity in the neighbourhood.

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:

Pario Construction Ltd.

71-75 Shelton Street, London, Greater London, United Kingdom, WC2H 9JQ
daniel@parioconstruction.com

07341 851710

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

We will obtain regular reports from the Principal contractor to monitor compliance against the CLOCS Standard as required in Section 4 of the Standard:

- monthly reports to include performance of both fleet and site operations
- quarterly reports to identify trends and need for remedial action

Where non-compliance is identified, an action plan to address all key issues will be obtained and monitored.

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:

We have read and understood the CLOCS standard. We confirm that we have included the requirement to abide by the CLOCS Standard in the contracts with contractors and suppliers.

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

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.

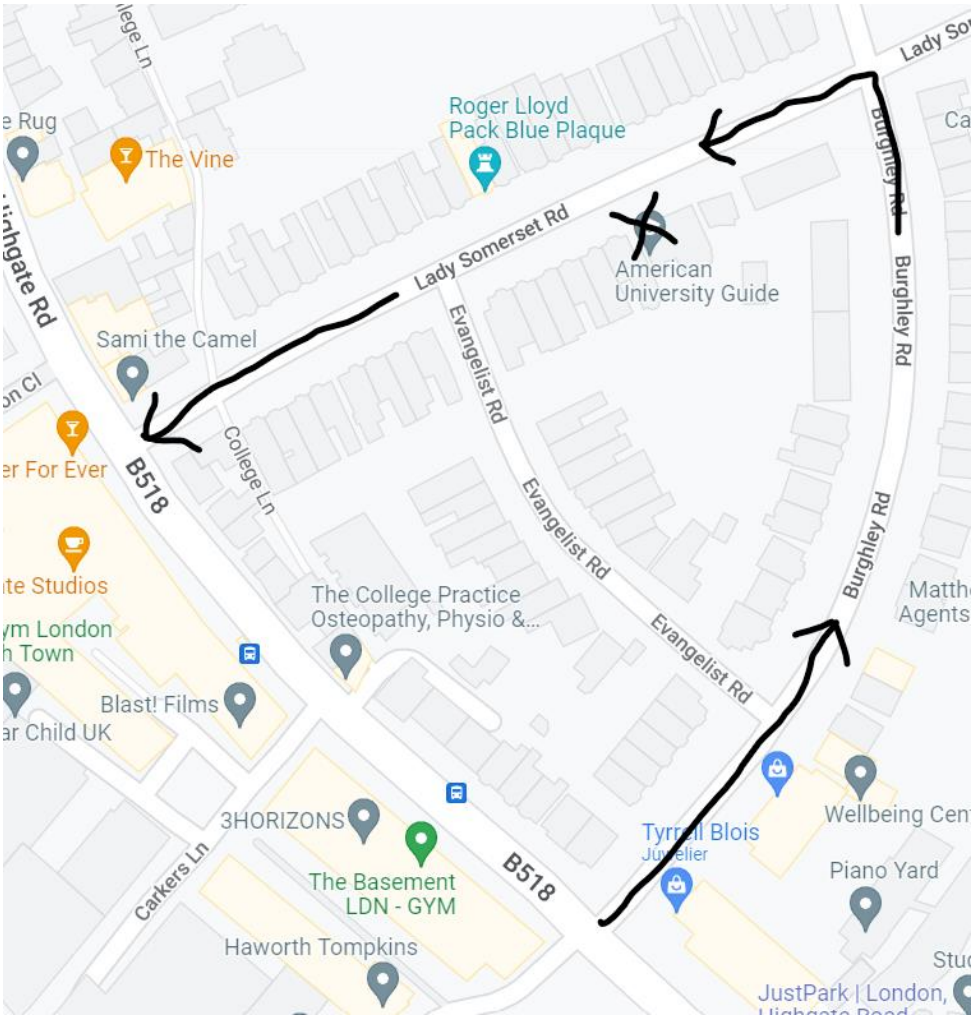
18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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



All vehicles will use the route shown above and described below. This route is suitable for all vehicles necessary for this project. Because of the small scale of the project the biggest vehicle will be a 3 tonnes lorry (similar to the bin lorries that use Burghley Road and Lady Somerset Road every week).

From Highgate Road (main road) site traffic will turn into Burghley Road, go up Burghley Road to the junction with Lady Somerset Road, turn left into Lady Somerset Road, stop at the construction site (marked with an X in the plan), and then continue straight down Lady Somerset Road back to Highgate Road. This route ensures that

- no U-turns will be necessary,
- no reversing will be necessary,
- site traffic will avoid going past the school further up in Burghley Road (near the junction with Dartmouth Park Hill),
- site traffic will not go through Evangelist Road (which is very narrow),
- no right turns will be necessary in residential streets.

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.

The contract with the Principal contractor will contain the route and restrictions. It will also contain the obligation to inform any sub-contractors and delivery companies about the route and the restrictions prior to their first site visit. There will be site inductions to make sure the route is understood and communicated to sub-contractors.

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

Week 1:

- Excavator (3 tonnes) delivered to site

Week 2 to 4:

- Skip Lorry 6m x 2.5m: 2 per week

Week 5/6:

- Concrete Lorry 6m x 2.5m: 1 per week
- Delivery vehicle 7,8m x 2.5m: 2 per week
- Excavator (3 tonnes) removed from site

From week 7:

- Delivery vehicle 7,8m x 2.5m: 1 per week

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.

We are not aware of any other construction activity in the neighbourhood.

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

No constrained movements will be necessary along the proposed route.

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

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

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

There will never be more than one vehicle on site at one specific time. For this reason no 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.

Due to the project's small scale the Principal contractor will organise all deliveries and therefore make sure deliveries are consolidated as much 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).

The site manager will be responsible for making sure engines are switched off as soon as vehicles have reached the site.

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

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

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

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

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

Not relevant because vehicles are to load from the highway.

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.

/

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.

/

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.

/

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.

During the demolition phase a skip will be positioned in the front garden of the property (marked with S in the plan above). A skip lorry will lift the skip over the garden fence (which will be partly demolished and later rebuilt). If this is not possible or cannot be done safely the skip will be positioned on a suspended parking bay.

Delivery vehicles will stop on an (additional) suspended parking bay for offloading/loading (marked with L in the plan above). Materials will be stored inside the building and in the garden (see arrow in the plan).

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.

Vehicles delivering to the site will be met outside 27 Lady Somerset Road by the appointed Traffic Marshall. The Traffic Marshall will coordinate any vehicle, cyclist and pedestrian movements on Lady Somerset Road to facilitate delivery vehicle parking in the offloading zone.

During offloading the Traffic Marshall will be responsible for monitoring and coordinating any pedestrian movements. Materials will be brought to the site using trolleys. For concrete delivery a small concrete pump trailer will be used. It will either be positioned in the front garden or on an additional suspended parking bay. The Traffic Marshall will make sure pedestrians with mobility issues can cross the concrete line safely (e.g. using a ramp).

The pavement and adjacent road will be swept regularly.

Following the completion of a delivery the vehicle will depart the offloading zone with the aid of the Traffic Marshall.

Street Works

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

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

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

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

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

22. Site set-up

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

23. Parking bay suspensions and temporary traffic orders

Lady Somerset Road and Burghley Road:

- On-street parking on both sides,
- pavements on both sides.

Site access location (see arrow):

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.

We will request parking bay suspension for large vehicles delivering materials to site (large lorries and concrete lorries) and a skip. Location: South side of Lady Somerset Road.

All materials will be stored inside the building and in the garden.

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.

We will not use the public highway for any of the purposes mentioned above.

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.

No highway works will be necessary.

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 will be necessary.

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.

No scaffolding/hoarding/etc. will be necessary on the public highway.

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.

None.

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.

None.

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.

- week 1 and 2: demolition of sections of the rear façade (approx. 4m wide)
- week 3 and 4: excavation of existing garden area to level with the existing lower ground floor level

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.

We do not anticipate performing any activities which are likely to create any significant noise levels and therefore at this stage of the project we do not anticipate the appointed Principal contractor to be conducting any noise surveys.

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

- week 1 and 2: medium noise and vibration levels (demolition of sections of the rear façade)
- week 3 and 4: medium noise level (excavation of existing garden area to level with the existing lower ground floor level)

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.

Should any complaints be received then noise attenuation screening will be used if deemed appropriate and noise monitoring to be carried out if deemed necessary at regular intervals during each task period. Any mobile screens (if required) 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.

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.

In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2. Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

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

All operatives are trained on-site prior to works commencing, appropriate techniques are used to keep site noise to a minimum. This will be effectively supervised to ensure that best working practice in respect of noise reduction is followed. All operatives are regularly advised of the following, as part of their training:

- the proper use and maintenance of tools and equipment;
- the positioning of machinery on site to reduce the emission of noise to the neighbourhood and to site personnel;
- the avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment;
- the protection of persons against noise;
- the operation of sound measuring equipment (selected personnel).

Attention is also given to the use and maintenance of sound-reduction equipment fitted to power tools and machines. All operatives issued with ear protection equipment are instructed on its use, care and maintenance.

A daily programme of monitoring, by the site manager, is implemented to ensure that condition limits are not exceeded and that all the relevant recommendations are met.

Managers and supervisors help by recognizing the need for employees to make proper use of equipment so that noise emission will be minimised, and to make proper use of ear protectors when required.

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.

Referring to visible dust, it is imperative to prevent statutory nuisance arising from the construction works or dusty activities. Therefore, a philosophy of the prevention of dust formation in the first place shall be adopted. Dealing with dust should be in the following fashion: 1. Prevention 2. Suppression 3. Containment.

We have identified the dusty operations and established the best available techniques to control dust emissions. Dust emissions will be prevented whenever practicable. When this is not practicable emissions will be controlled at source. Examples include correct storage of raw materials, organising the process in such a way that spillage is avoided, wetting areas prior to demolition and machine cutting, and maintaining high standards of internal and external housekeeping.

We have undertaken a Basement Impact assessment, indicating the garden soil is clay based, and can therefore be removed in lumps, and causing low risk to dust nuisance.

Survey carried out by the owner also indicate no asbestos is found on site.

Where there is evidence of airborne dust from the building construction activities on site, the contractor should make their own inspection and assessment, and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of the emission is known, corrective action should be taken without delay.

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.

Prevention: See above.

Cleaning: In case of dust spreading the affected areas of the public highway will be swept immediately.

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

The Principal contractor will make a noise/vibration/dust assessment on a daily basis and record the findings.

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 Air Quality Assessment was not required during the planning application stage due to the following reason:

- The project consists of a small domestic extension, and is not a major development;
- The development does not involve biomass boilers, biomass or gas CHP;
- The development involves no substantial earthworks or demolition;
- The impact on air quality, either directly or indirectly, for the development is considered low.

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 following measures will be undertaken as a measure in relation to the dust impact risk:

- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
- Record and respond to all dust and air quality pollutant emissions complaints, and make a complaints log available to the local authority when asked.
- 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.
- 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.
- Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.
- Ensure all vehicles switch off engines when stationary – no idling vehicles.
- Ensure water suppression is used during demolition operations.
- No scabbling on site.

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

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

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

Not applicable. No high or medium dust impact risk level.

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).

The Principal contractor will make a rodent assessment on a daily basis and record the findings.

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

Survey carried out in June 2020. Result: No asbestos found 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.

The Principal contractor will oversee all works on site and will enforce good conduct.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. 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: **11/22 - 02/23**

b) Is the development within the CAZ? **No**

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? **Yes**

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

The site manager will be responsible to make sure engines are switched off as soon as vehicles have reached the site.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date: 24/10/2022

Print Name: Christoph Hus

Position: Owner, 27A Lady Somerset Road

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8