

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

| Date | Version | Produced by |
|------------|---------|--|
| 27/11/2020 | 001 | Charlie Lahyani (R.L. Design & Build Ltd.) |
| 14/01/2021 | 002 | Charlie Lahyani (R.L. Design & Build Ltd.) |
| 28/05/2021 | 003 | Charlie Lahyani (R.L. Design & Build Ltd.) |
| 11/04/2022 | 004 | Charlie Lahyani (R.L. Design & Build Ltd.) |
| 14/09/2022 | 005 | Charlie Lahyani (R.L. Design & Build Ltd.) |
| 29/09/2022 | 006 | Charlie Lahyani (R.L. Design & Build Ltd.) |
| 03/11/2022 | 007 | Charlie Lahyani (R.L. Design & Build Ltd.) |
| 21/11/2022 | 008 | Charlie Lahyani (R.L. Design & Build Ltd.) |
| 23/11/2022 | 009 | Charlie Lahyani (R.L. Design & Build Ltd.) |

Additional sheets

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

| Date | Version | Produced by |
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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](#)."

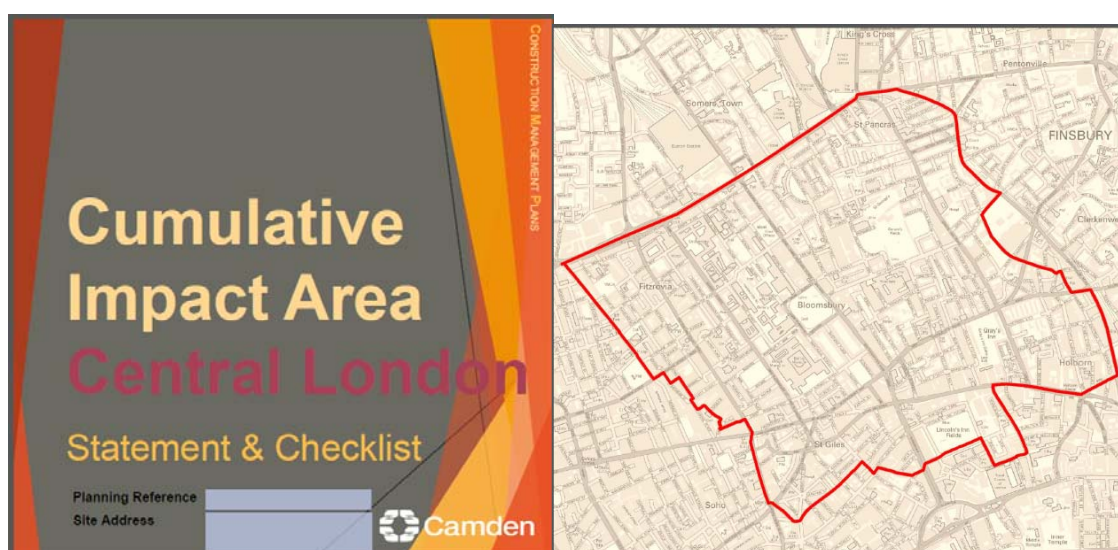
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

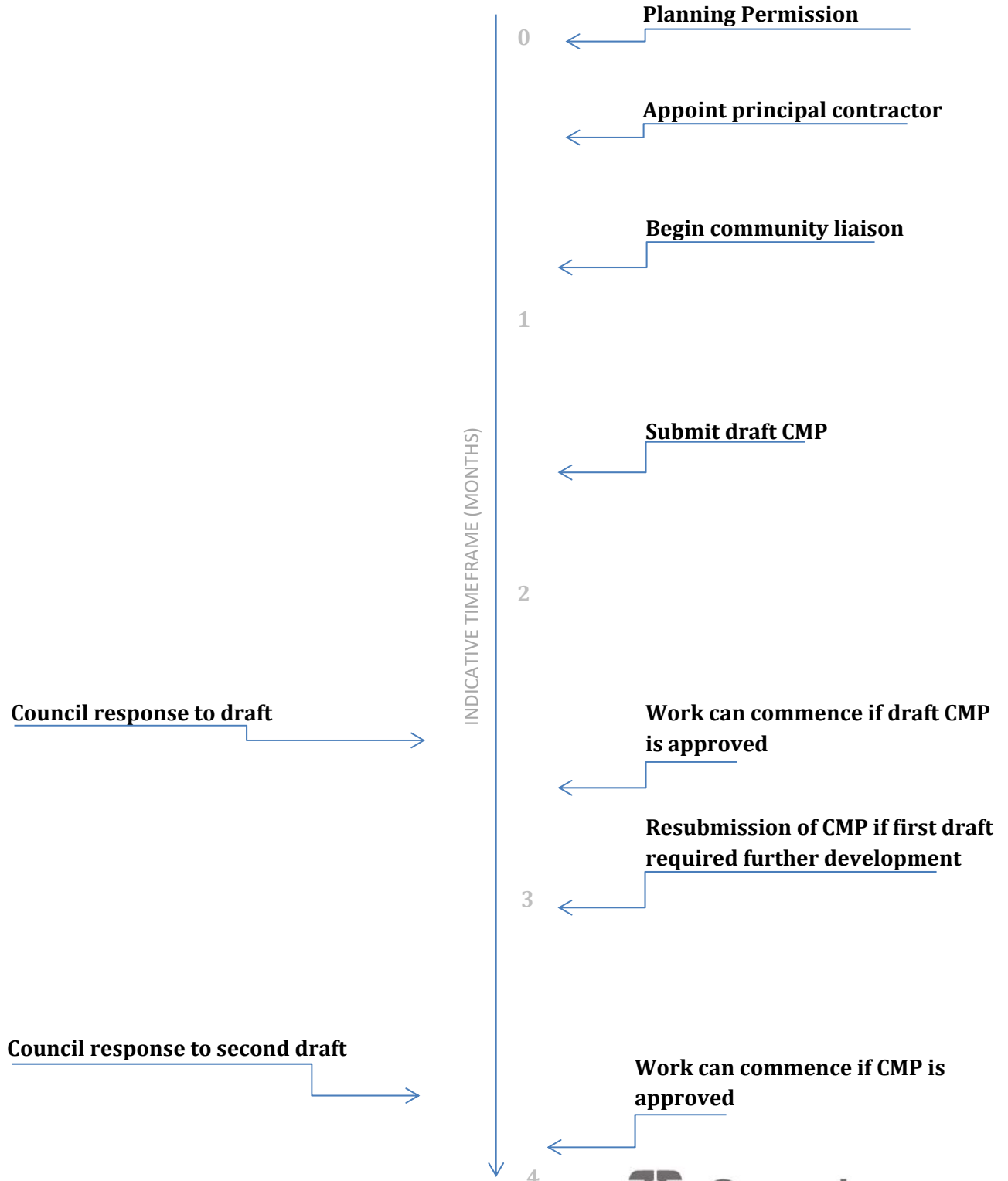
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 7 Greenaway Gardens, NW3 7DJ, London

Planning reference number to which the CMP applies: 2021/0250/P

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

Name: Ronnie Lahyani

Address: 14 Armitage Road, London, NW11 8RA

Email: ronnie@rldesignbuild.com

Phone: +44 (0)7887927792

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

Name: Charlie Lahyani

Address: 45D St. Pauls Avenue, London, NW2 5SY

Email: charlie@rldesignbuild.com

Phone: +44 (0)7956291730

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Name: Brondie McNamara

Address: 2 Primrose Place, NR2 2PU, Norwich

Email: brondie@brondie.co.uk

Phone: +44 (0)7931351691

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.

Main Contractor

Name: Ronnie Lahyani

Company Name: R.L. Design & Build Ltd.

Address: 14 Armitage Road, London, NW11 8RA

Email: ronnie@rldesignbuild.com

Phone: +44 (0)7887927792

Ground Works Contractor

Name: Trenchco

Address: 499 Watford Way, Mill Hill, London, NW7 2QP

Email: david.hayes@trenchco.co.uk

Phone: +44 (0)7540502852

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.



7 Greenaway Gardens is a large, three- storey, detached red brick neo-Georgian home. The property also includes an independent structure in the rear garden in which there is a swimming pool and gym. The rear of the property has a glass conservatory that was built at a later stage than the original property. The site is located in the Redington Frognal Conservation Area of the Borough of Camden in London. Greenaway Gardens is situated in a residential area a few streets away from Finchley Road and close by to Hampstead Heath. The overall gross external area is approximately 15,000 ft². The existing ground floor area is approximately 3,800 ft². The building benefits from a large garden, carriage driveway, and side passage on its western elevation.

The development proposal is to demolish the rear garden pool house above ground, using its existing basement area as a feature of the finished project. The lower ground floor is to be enlarged to occupy the entire footprint of the existing house above, whilst having improved ceiling heights. The rear glass conservatory at ground floor will be demolished and replaced with a one storey contemporary solution. The main staircase will be demolished and replaced. The first and second floors will be refinished and amended to make for a new layout.

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 the existing rear conservatory, exterior pool house, and an internal strip out/soft demolition. The first phase of work which is to excavate the existing half basement to a lower ground floor extending to the full footprint of the house will require heavy machinery and plant tools, as well as a period of temporarily supporting the building. A swimming pool will also be excavated at lower ground floor along with necessary relocation of pool facilities. The main structural work will be undertaken to allow for a new layout at ground floor and lower ground floor, as well as supporting of 2no. chimneys at second floor level.

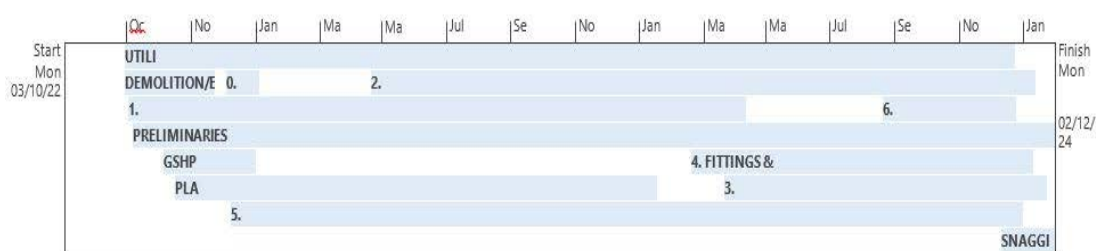
The phase of works after the main superstructure is complete require no additional challenges than those expected on a development of this size and quality.

The property is currently in the region of 9,260 ft² and will be finished at approximately 13,750 ft².

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).

Anticipated start date: 24/10/2022

Anticipated duration of the works: 28 months.



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

As above:

- 8.00am to 6pm 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.).

6a Greenaway Gardens, NW3 7DJ, London

8 Greenaway Gardens, NW3 7DJ, London

12a Greenaway Gardens, NW3 7DH, London

14 Greenaway Gardens, NW3 7DH, London

11. Consultation

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

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

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

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

Debra & Neil Blair @ No 8

CONSIDERATE BUILDERS & NOISY WORKS

- the site should be run so that all contractors are considerate of the neighbours (eg smoking, shouting, presence outside agreed times of work)
- investigate some sort of noise barrier fence against your wall to help shield from earth-moving machinery accessing side passage
- agree parameters for noisy works

TRIAL PITS

- you are ok with the trial pit locations and removing sections of the fence to make them, but would like contractors to:
 - advise time of works so dogs don't go crazy
 - check that removing fence panels doesn't allow dogs to escape

PLANS & PROGRAMME

- You looked at the plans as they stand, and are glad we are demolishing the pool house and making it garden, but would like hard copies to consult with a surveyor and obtain your own reassurances for the works
- You wanted to raise the question of effective drainage, as your garden was very wet when you brought the house about 5 years ago, and you had to install a drainage system. As No 7 is slightly higher, and the plan is to dig down and waterproof, there may be a concern about excess water draining towards you and flooding your garden or basement
- Programme to be shared at every stage
- Disruptive & noisy works preferably to commence after A-Level exams in the summer

Peter Hasenson, Consultant Surveyor & Valuer Manages @ No 6

Peter discussed the proposals with his clients (the Tenants) and they would like to see the boundary area beyond and in front of the brick boundary boarded up during construction so that there is minimal disruption to the peaceful enjoyment of 6a Greenaway Gardens.

Brondie confirmed the area would be boarded up and that it would restrict wide access down the side of the building.

Peter responded "that's great".

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.

N/A

13. Schemes

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

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

CCS ID: C3177

We have read and understood the Guide for Contractors Working in Camden, and agree to abide by it.

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.

There are currently no existing construction sites in the local area of concern. We will liaise and be in contact with any construction sites that arise in the vicinity of the site to ensure cumulative impacts of our works are minimised.

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:

Ronnie Lahyani

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 only use drivers who are put through necessary training programmes and are CPC qualified.

All operators will need to have passed stringent tests before being employed and must be continually reviewed throughout their employment.

This training includes:

- Safe Urban Driving Courses
- Vulnerable Road User Awareness Courses
- WRRR
- Hiab Certification
- Vehicles will be fitted with additional safety equipment (Fresnel lens or nearside CCTV and audible left turn alerts).
- Additionally the main bulk of drivers will meet the gold standard in FORS (Fleet Operator Recognition Scheme)

We will ensure sufficient numbers of traffic marshals to control both traffic on the highway as well as pedestrians. Marshals will use STOP-WORKS signs for controlling traffic on the highway.

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:

Ronnie Lahyani (Principal Contractor):

Sergey Frolovichev (Client):

Brondie McNamara (Project Manager/Client Rep):

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.

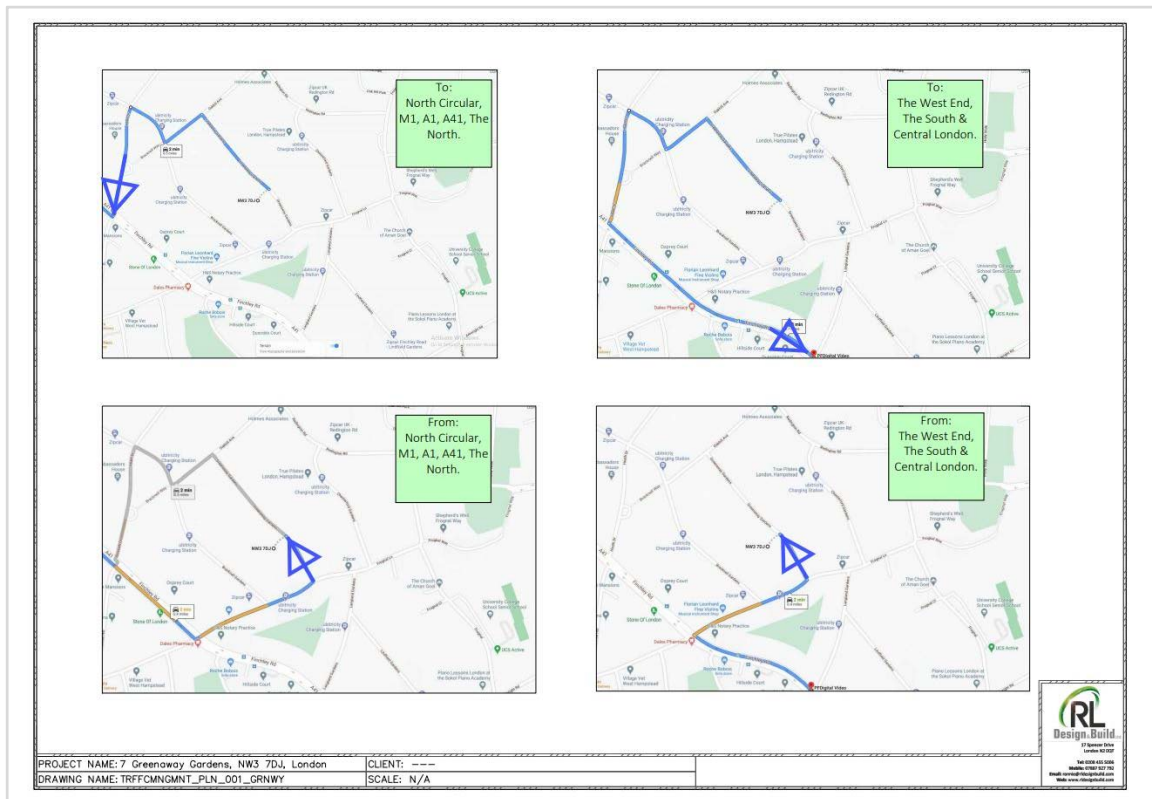
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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



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.

Contractors and delivery companies will be informed of the proposed traffic management plan prior to any delivery or order being made. Regular delivery companies or contractors will be sent our proposal for reference over the course of the project, and will be notified of any new road closures or diversions that may be implemented during the works.

Deliveries during peak hours will be minimised as much as possible.

We will take into consideration refuse collection times to minimise conflict with construction vehicle movements.

As there are schools in the local area (none of which are along the route to and from the site), deliveries hours will be restricted to 09:30-15:00 as and when possible with recommencement between 15:30-16:30 depending.

Vehicles will approach from the south side and enter the site forward facing with assistance from traffic marshals (without having to turn around). They will then reverse out of the site with the assistance of traffic marshals, as shown in the traffic routing plans above and in the crossover plans below.

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

Skip loader: 2 deliveries/week during first 4 weeks and last 15 months

Skip loader: 1 delivery/week between first 4 weeks and last 15 months

32t Grab: 2 deliveries/day during first 24 weeks

Excavator: delivered on site at start of project. Collected after basement excavation complete. Excavator will be delivered on a Volvo FM11 with an overall chassis length of 10.66m and cab width of 2.49m.

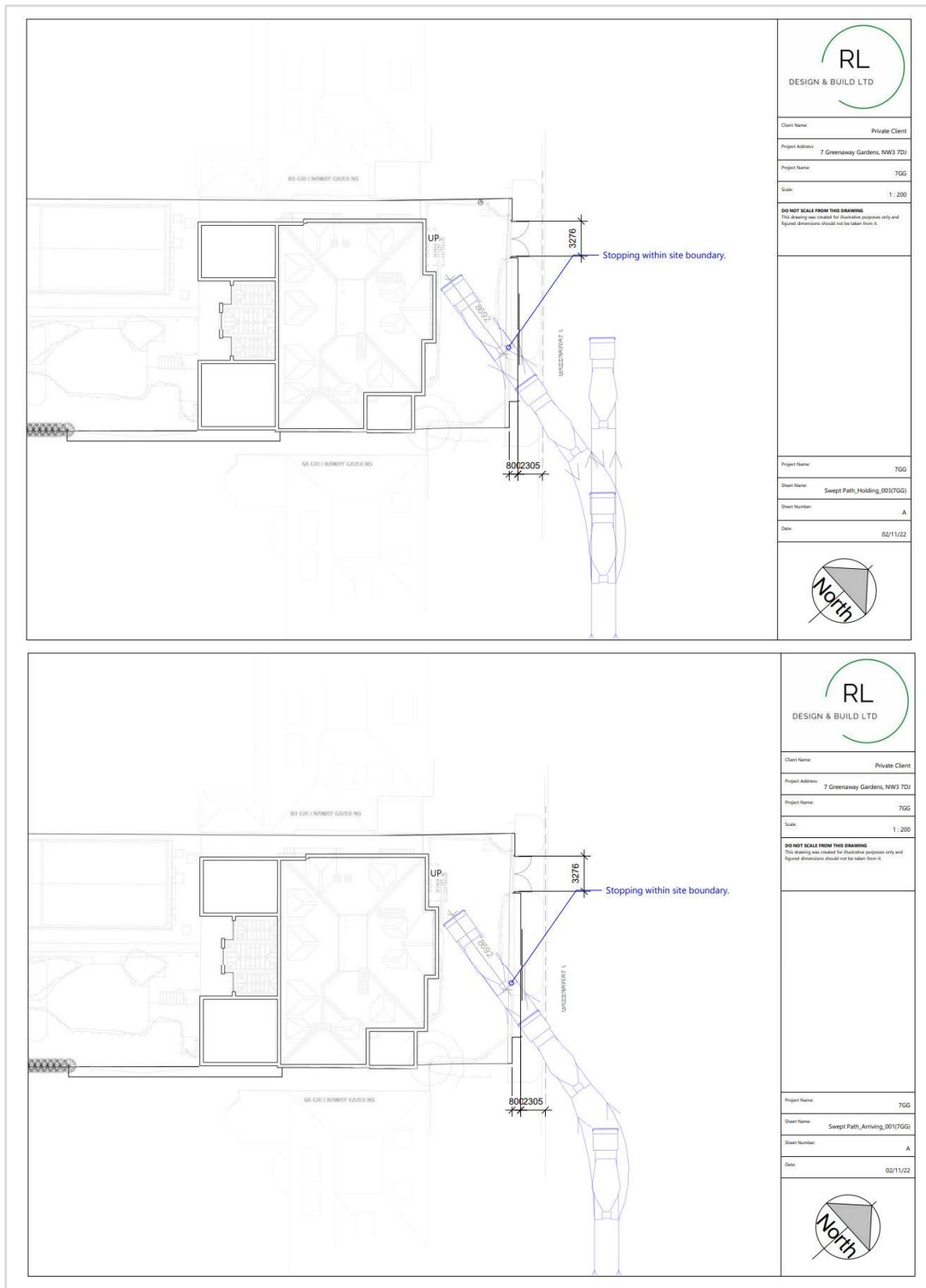
18t flatbed: 1 delivery/day for duration of project

3.5t van: 1 deliveries/day for duration of project

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.

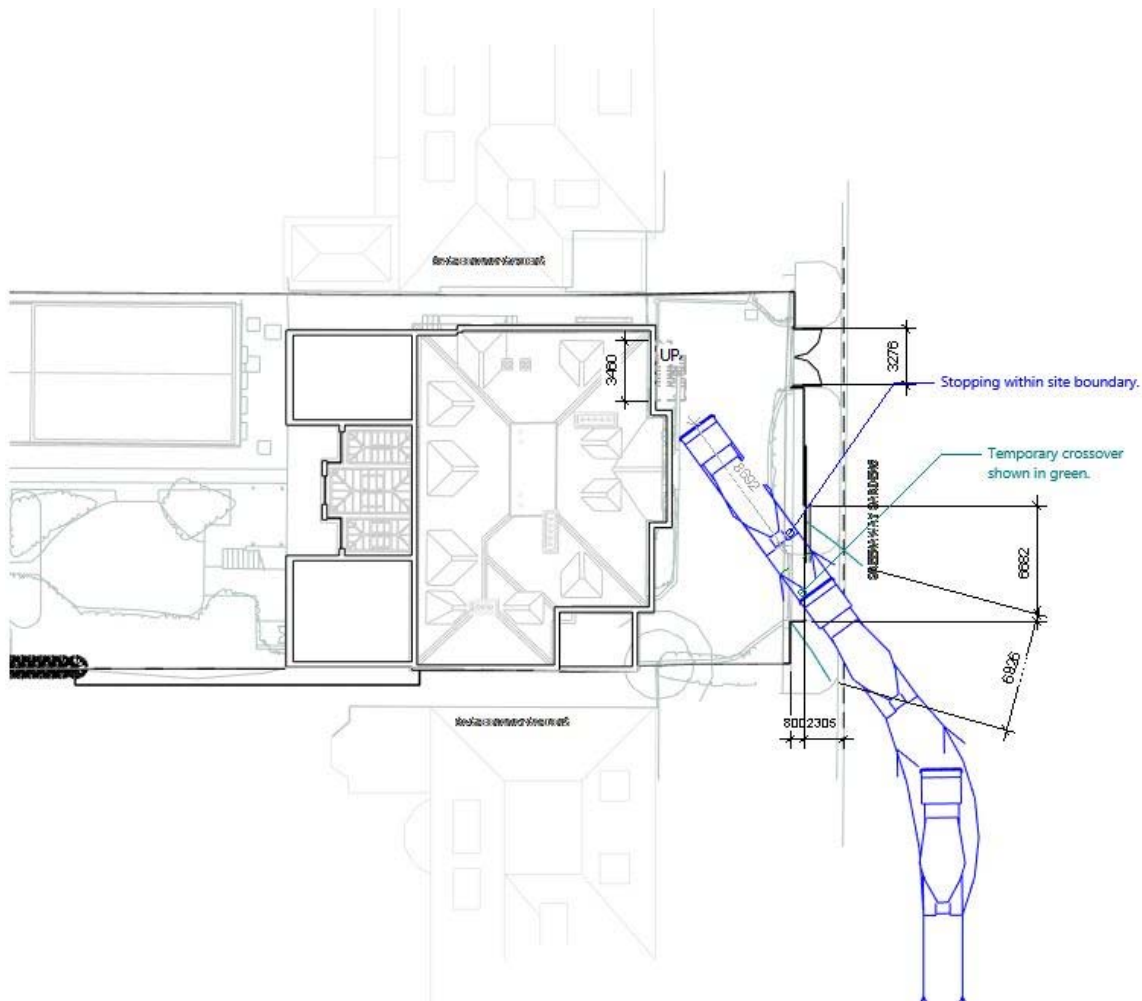
There are currently no existing construction sites in the local area of concern. We will liaise and be in contact with any construction sites that arise in the vicinity of the site to ensure cumulative impacts of our works are minimised.

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



d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public

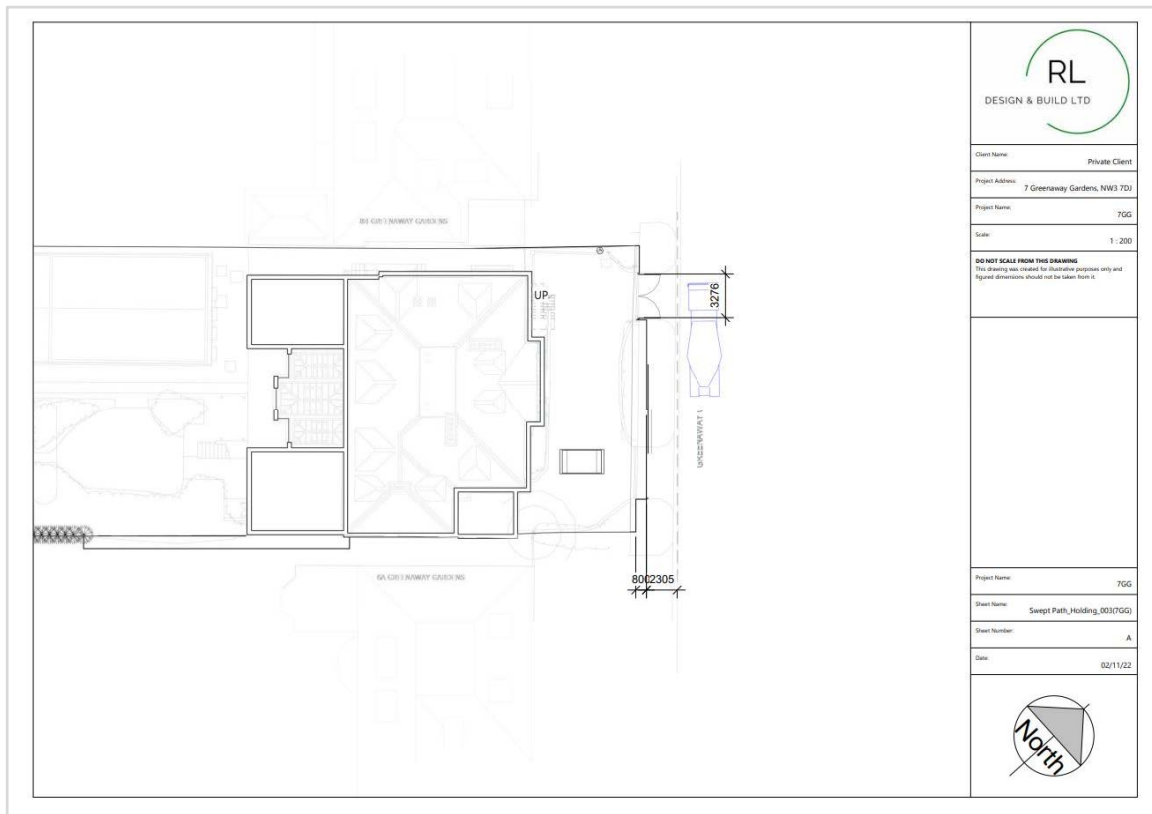
Crossover is as shown in the image below:



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.



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.

We have investigated all appropriate organisations and channels, and will make use of them where 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).

Our routes for delivery and dispatch offer advantageous routing based on efficiency, and emission reductions.

All drivers used operate within a company with carbon footprint monitoring in place.

Deliveries and vehicles will be given set times to arrive, dwell and depart. Vehicles that are forced to wait for an unforeseen reason will be encouraged to switch off their engine whilst waiting.

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.

See appendix 18 & 19d.

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.

Drivers will be informed of the access and egress arrangements for this site prior to any orders being made. Regular visitors to the site will be issued all traffic management plans in this document for reference (18, 19c, 19d).

Traffic marshals will be present to control both traffic on the highway as well as pedestrians. Marshals will use STOP-WORKS signs for controlling traffic on the highway.

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.

See appendix 19c.

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

An area of hard surfacing where tracked vehicles can be cleaned/checked after cleaning before leaving the site will be arranged. Wheel washing will be undertaken only when absolutely necessary with jet wash on muddy vehicles before leaving the site. Wheel washing will not compromise the safety of anyone entering the site. Run off will be collected in on site drainage facilities.

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.

N/A. All loading will be taking place on site.

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.

See Q20 b.

All our routes and egress points have taken into account road and pedestrian safety.

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.

See appendix(s): 6, 18, 19c, 19d

23. Parking bay suspensions and temporary traffic orders

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

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

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

We may suspend one parking bay directly outside the property, with the intention of keeping this within the 6 month time frame. This would only be for vehicles of the Project Team rather than for a skip, crane, or plant. If a TTO is required, the necessary applications and fees will be made in good time. However, the intention is to try and avoid doing suspending any parking bays.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

No proposed occupation of the public highway.

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

It will be necessary to temporarily modify the entrance to the property to permit HGV access. As part of this the profile of the existing crossover will be temporarily modified and the width increased. The original bricks used to construct the footway will be stored and then reinstated upon completion of the works.

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 proposed diversions, disruption or other anticipated use of the public highway during the construction period.

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 hoarding and/or scaffolding will intrude onto 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.

No temporary structures will overhang/oversail 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.

Final designs and loads are still being established for the proposed property. We anticipate that there might be some services towards the end of the project to be updated and if this is the case the required strategy and coordination for managing these connections will be adhered to.

Environment

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

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

Demolition, lower ground floor excavation, super structure construction are the main stages of noisy works. Noise for the remainder of the project will be of an anticipated level.

The site is large, detached, and 2m (minimum) away from neighbouring properties which will benefit the level of noise heard by the public.

Noisy operations will be limited to:

- 8am – 6pm, Monday to Friday
- 8am – 1pm on Saturday

No noisy work will take place on Sundays or bank holidays unless there is an emergency, or a risk to public safety.

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

A noise survey was carried out from 08/01/2021 – 11/01/2021. Copy to be provided as soon as possible.

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

Minimal levels of noise are anticipated.

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.

- All noise complaints will be recorded, causes identified, and appropriate measures taken to reduce noise in a timely manner
- Site personnel shall be trained in sound mitigation and the site manager will be present for managing noise and vibration on site
- Minimise use of noisy equipment close to site boundaries when possible
- Site personnel will have radio contact where relevant to reduce noise made by staff communicating
- Site personnel will have necessary PPE to reduced exposure to noisy equipment and working areas
- Equipment will be well maintained to reduce noise and vibration levels
- Construction of a 2.4m high timber hoarding to the front of the site prior to commencement any noise generating activity on site
- Vehicle idling will be reduced as much as possible
- Noisy works will be limited to 8am – 6pm Monday to Friday, 8am – 1pm on Saturday
- No noisy work will take place on Sunday or bank holidays unless there is an emergency or a risk to public safety
- Deliveries will be restricted to be within the working hours of the site
- Site inductions and tool box talks will highlight noise mitigation through careful operation of machinery and use of tools
- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions
- Care will be taken when unloading vehicles to avoid un-necessary noise
- The speed of vehicles movement will be reduced
- Minimise drop heights especially when loading rubble
- Nearest potential receptors (dwellings, business, etc.) will be notified and informed by the project manager in advance of the noisy works taking place, including the duration and likely level of noise and vibration effects
- Routing of vehicles will minimise vehicle noise and the need to perform reversing manoeuvres

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

All staff are trained on the methods of reducing sound and vibration outlined in BS 5228:2009 before being allowed to work on site. This is a duty undertaken by the project manager, and will be part of the documentation outlined in our staff induction sheets.

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

- All dust and air quality complaints will be recorded, causes identified, and appropriate measures taken to reduce emissions in a timely manner, and record the measures taken
- Undertake daily on-site and off-site inspection, and carry out regular dust soiling checks of surfaces such as street furniture, cars and window sills within 50m of site boundary
- Construction of a 2.4m high timber hoarding to the front of the site prior to commencement any dust generating activity on site
- Keep site fencing, barriers, and scaffolding clean using wet methods
- Site personal shall be trained in dust mitigation and the site manager will be present for managing dust on site
- Plant and vehicles to be located away from the closest receptor or house in closed environments wherever possible
- Damp down site during the working day and again at the end of the day to reduce the amount of re-suspended dust
- Use enclosed chutes, conveyors and covered skips, where practicable
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever practicable
- Use of water sprays or poured water to suppress dust curing cutting, angle grinding or other dust-generating activities
- Store materials with dust producing potential away from site boundaries and sheet, seal or damp stockpiles of excavated materials held on site
- For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust
- Wet cleaning of the immediate public highway when necessary
- Covering of all loads entering or leaving the site if deemed relevant
- Site personnel will have necessary PPE to reduce exposure to dust
- Site inductions and tool box talks will highlight dust mitigation
- Nearest potential receptors (dwellings, business, etc.) will be notified and informed by the project manager in advance of the dusty works taking place, including the duration and likely level of dust nuisance arising

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.

Wheel washing will be incorporated when possible as outlined in appendix 20d.

Dust will be managed as outlined in appendix 33.

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

See appendix(s): 31, 32, 33, 34.

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 \(SPG\)](#), 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.**

Please see Dust Impact Risk Assessment attached. Monthly air quality monitoring reports will be submitted to the Council at AirQuality@camden.gov.uk, outlining the previous months' AQ status (number of exceedances of the trigger level, onsite works, and graphs/tables of results).

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](#).

We 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. Monthly air quality monitoring reports will be submitted to the Council at AirQuality@camden.gov.uk, outlining the previous months' AQ status (number of exceedances of the trigger level, onsite works, and graphs/tables of results).

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.

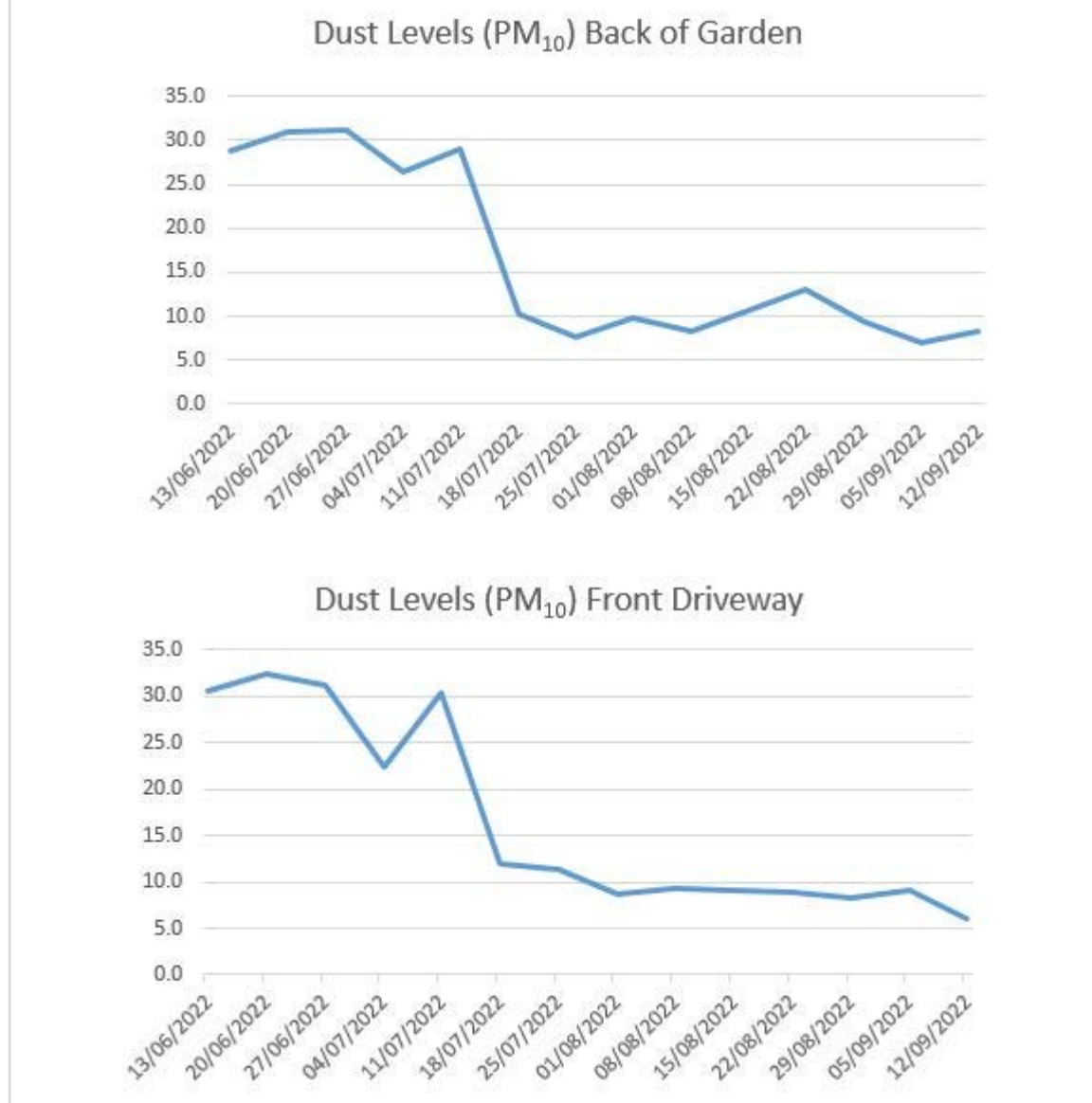
The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of 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 explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

The data on the graphs below has been collected using a PM₁₀ monitor at appropriate/regular locations and intervals of time.

Monthly air quality monitoring reports will be submitted to the Council at AirQuality@camden.gov.uk, outlining the previous months' AQ status (number of exceedances of the trigger level, onsite works, and graphs/tables of results).

PM₁₀ levels from 13th June as shown below:



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).

- Waste food, empty food tins, and other waste which might attract rodents will be stored in bins with tight fitting lids
- Accumulations of old timber, bricks and debris, will be cleared away as quickly as possible
- Stocks of building material will be neatly stored
- Particular attention will be paid to opening on the exterior of the site where rodents may enter

Arbtech Consulting Ltd
3 Well House Barns
Chester Road
Chester
Cheshire
CH4 0DH
Tel : 01244 661170
VAT Reg No: 903660148

Sergey Frolovichev
Apt 34
30 Albert Embankment
London
SE1 7GS

INVOICE Page 1

| | |
|--------------|------------|
| Invoice No | 31488 |
| Invoice Date | 13/10/2020 |
| Order No | |
| Account Ref | FROLOVIC |

| Quantity | Description | Unit Price | Net Amt | VAT % | VAT |
|----------|--|------------|---------|-------|--------|
| 1.00 | Preliminary Ecological Appraisal including Preliminary Roost Assessment (PEA/PRA) - 7 Greenaway Gardens, London, NW3 7DJ | 701.50 | 701.50 | 20.00 | 140.30 |

BANK PAYMENTS TO:
Arbtech Consulting Ltd
HSBC Bank Plc
Sort Code 40-17-14
Account Number 62190001
Please reference invoice number.

CARD PAYMENTS TO:
01244 66 11 70
We accept the following cards:
Credit, Debit and AMEX
Any invoice queries should be emailed to scott@arbtech.co.uk within 7 days of invoice date.

| | | |
|------------------|---|--------|
| Total Net Amount | £ | 701.50 |
| Carriage Net | £ | 0.00 |
| Total Tax Amount | £ | 140.30 |
| Invoice Total | £ | 841.80 |

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

Survey was carried out on 22/10/2020.

No asbestos was found at the site.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

- A competent, polite site manager will be on site at all times to enforce good conduct of site personnel
- Staff personnel will communicate via radio when necessary to reduce shouting
- Bad language will not be tolerated in public spaces or adjacent to the site boundaries
- A smoking area will be allocated in a suitable area so as not to disturb the public with ash trays provided
- Site personnel will be encouraged to keep noise to a minimum at all times
- Site personnel will keep litter to a minimum around the site
- Site operatives will be banned from congregating on the street outside the 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.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (mm/yy - mm/yy): 10/22 – 03/24
- b) Is the development within the CAZ? (Y/N): No.
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: 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

 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:  (Ronnie Lahyani)

Date: 16/09/2022

Print Name: Ronnie Lahyani

Position: Principal Contractor

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5