15 RANULF ROAD
CAMDEN NW2 2BT
REFURBISHMENT WITH EXTENSIONS AND NEW BASEMENT

CONSTRUCTION MANAGEMENT PLAN
JUNE 2015

BDCM CONSTRUCTION
55 Heath Street
London, NW3 6UG

Camden

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Queries: planningobligations@camden.gov.uk

Camden

CONSTRUCTION MANAGEMENT PLAN

Section 1 – Site Contacts

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

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: 15 Ranulf Road, London Borough of Camden, NW2 2BT
This CMP has been prepared in support of a Planning Application
Planning application reference: TBC

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Andrew Selby
Address: BDCM Construction, 55 Heath Street, London, NW3 6UG

Tel: 020 7435 5559
Email: aselby@bdcm.co.uk

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name:	Andrew Selby BDCM Construction
Address:	55 Heath Street, London, NW3 6UG
Tel:	020 7435 5559
Email:	aselby@bdcm.co.uk

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: Andrew Selby
Address: BDCM Construction, 55 Heath Street, London, NW3 6UG
Tel: 020 7435 5559
Email: aselby@bdcm.co.uk

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Investment Programme (CIP), please provide contact details of the responsible Camden officer.

Name: Andrew Selby
Address: BDCM Construction, 55 Heath Street, London, NW3 6UG
Tel: 020 7435 5559
Email: aselby@bdcm.co.uk

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

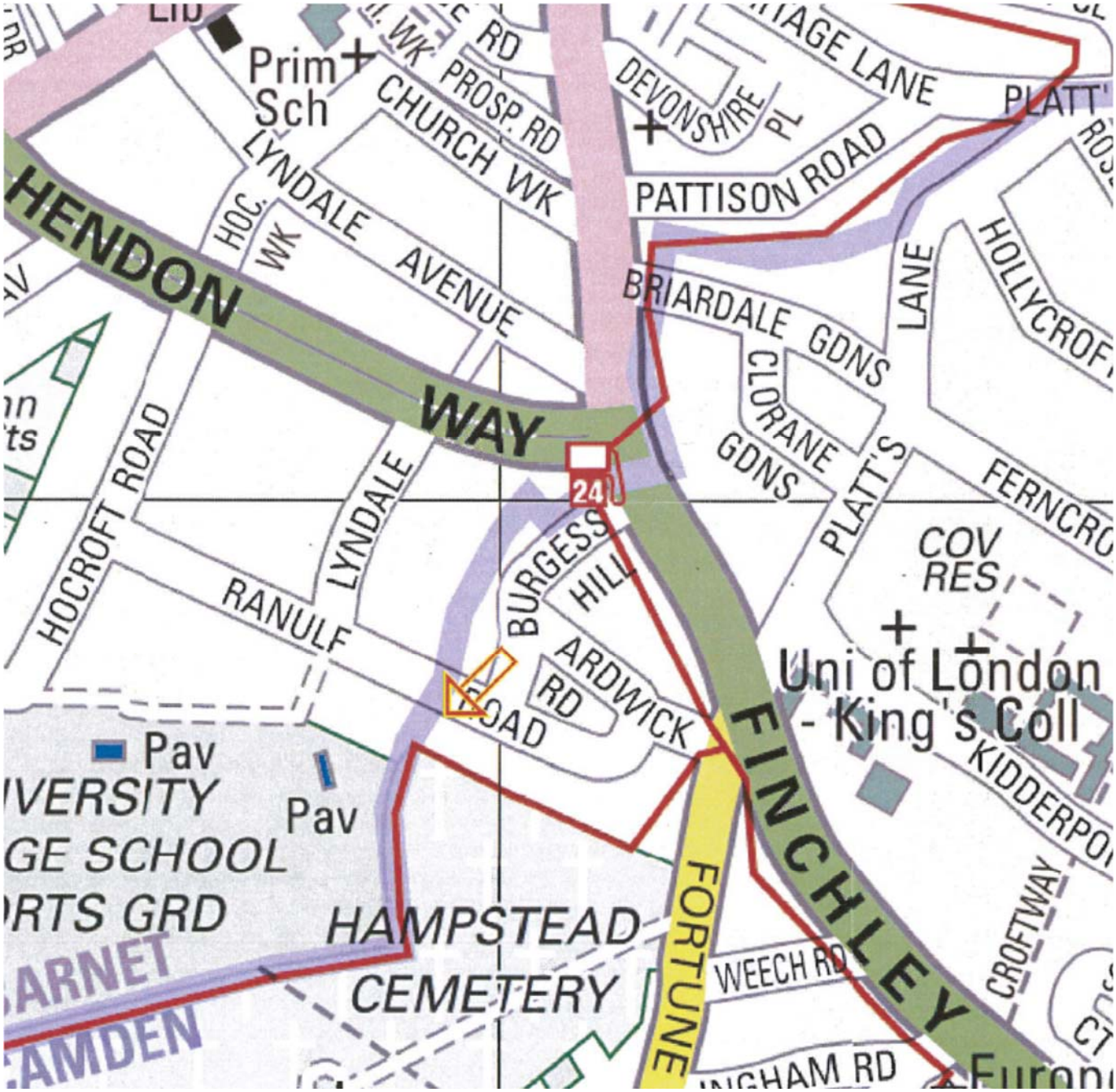
Name: SEE ABOVE
Address:
Tel:
Email:

Q7. 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: Andrew Selby
Address: BDCM Construction, 55 Heath Street, London, NW3 6UG
Tel: 020 7435 5559
Email: aselby@bdcm.co.uk

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.


Prim Sch
CHURCH WK
PROSP. RD
DEVONSHIRE PL
PATTISON ROAD
LYNDALE AVENUE
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HENDON WAY
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CLORANE GDNS
PLATT'S LANE
HOLLYCROFT
FERNCROFT
HOCROFT ROAD
LYNDALE
RANULF
BURGESS HILL
ARDWICK RD
COV RES
Uni of London - King's Coll
KIDDERPORE
FINCHLEY
FORTUNE
HAMPSTEAD CEMETERY
WEECH RD
CROFTWAY
Pav
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The agreed contents of the Construction Management Plan/Construction Management Statement will be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the Development. Any future revised plan must be approved by the Council and complied with thereafter.

The proposed work consists of a refurbishment together with extensions and creating greater height to the existing basement and the addition of two light-wells. As such the work is of a fairly routine nature. The property is located the south side of Ranulf Road, between Burgess Hill to the east and Lyndale to the west.

Ranulf Road lies within a controlled parking zone which operates Monday to Friday 10am to noon. The road is also subject to a 20mph speed limit. On the frontage to 15 Ranulf Road is a residents parking bay. There is a short length of single yellow lines across the shared driveway of nos 15/17 Ranulf Road

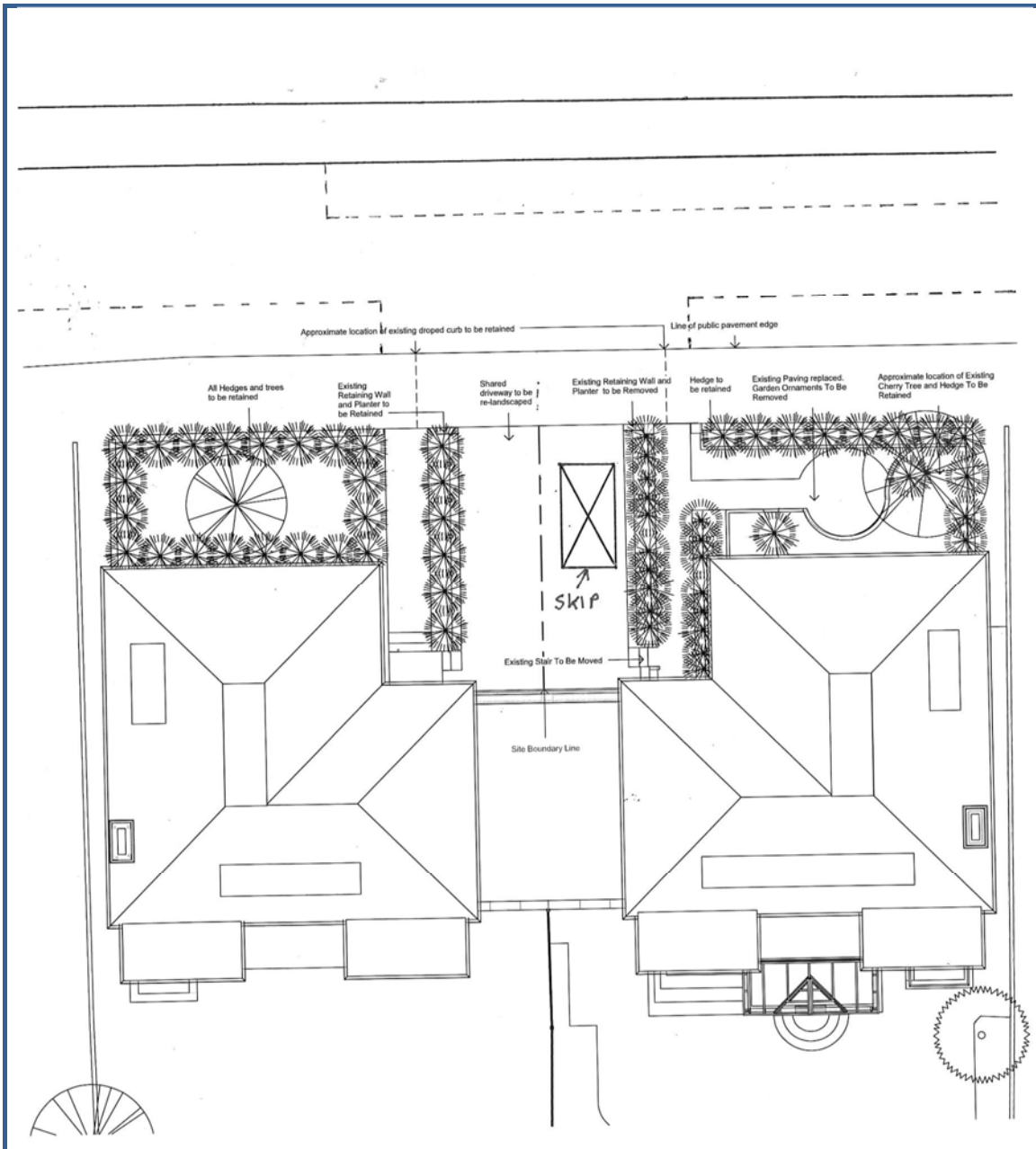
Q9. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

As stated above, the proposed work consists of a refurbishment together with extensions and creating greater height to the existing basement and the addition of two light-wells. As such the work is of a fairly routine nature. There are no particular challenges in respect to this project.

Q10. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

The adjacent two residential properties are the nearest potential receptors.

Q11. 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 and proposed site access locations.



Q12. 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 useful).

The overall programme of works is 14 months. This can be split into three main phases:

Work Phase	Proposed Start	Proposed End	Duration
Site set up, internal strip and preparation	June 15	July 15	2 months
Excavation and structural work	Aug 15	Nov 15	4 month
1st/2nd fix and fit out	Dec 15	July 16	8 months

The 24 hour contact will be Andrew Selby (TBC)

Tel: 020 7435 5559
Email: aselby@bdcm.co.uk

Detail of the 24 hour emergency contact details will be displayed at the site.

Q.13 Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

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

The standard working hours for the site will be as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays

No working on Sundays or Public Holidays

Q14. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

No new service connections are anticipated

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

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

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the *Guide for Contractors Working in Camden*). Construction vehicle movements are generally acceptable between 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 between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.

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

Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

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

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

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

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

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

No vehicles will entering the site and there will be not be a tight manoeuvres required for the site access or servicing. As such no Autotrack swept path analysis has been undertaken.

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

No temporary structures will overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

There will be no occupation of the public highway

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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. You must submit a detailed (to-scale) plan showing the impact on the

public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

No highway works are required to enable construction to take place. However, a parking sign and post may need to be temporarily removed/relocated.

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

Details of proposed parking bays suspensions and temporary traffic management orders

It is anticipated that a parking space will be required directly in front of the 15 Ranulf Road. This space will be required for loading and loading. The yellow lines in front of 17/15 Ranulf Road will allow for extra manoeuvring space, but this area will not be used for loading/unloading and therefore the residential amenity will not be affected.

A skip will be located within the site.

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

Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)

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

There will be no occupation of the public highway.

Section 4 - Traffic Management for the Site

Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

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

Cyclists will not materially be affected by the works.

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

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

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

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

Other measures designed to reduce the impact of associated traffic

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

Details of hoarding required or any other occupation of the public highway

2.4 metre high wooden hoardings will be provided all round the site during the main works. The hoardings will be painted in the livery of BDCM Construction and will be maintained in good order throughout the construction period. Gates will be provided in the hoarding for deliveries from Ranulf Road. There will be no public viewing built into the hoardings are these are not felt appropriate for this project. There will be no decorative displays as these are not felt to be appropriate.

Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

Access from and to Finchley Road (A41) can be gained via the junction of Ardwick Road and the junction of Fortune Green Road/Finchley Road which is signal controlled. Access to and from the Finchley Road (for northbound traffic) can obtained from Hocroft Road and Lyndale. The Finchley Road (A41) is a Red Route.

Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

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

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

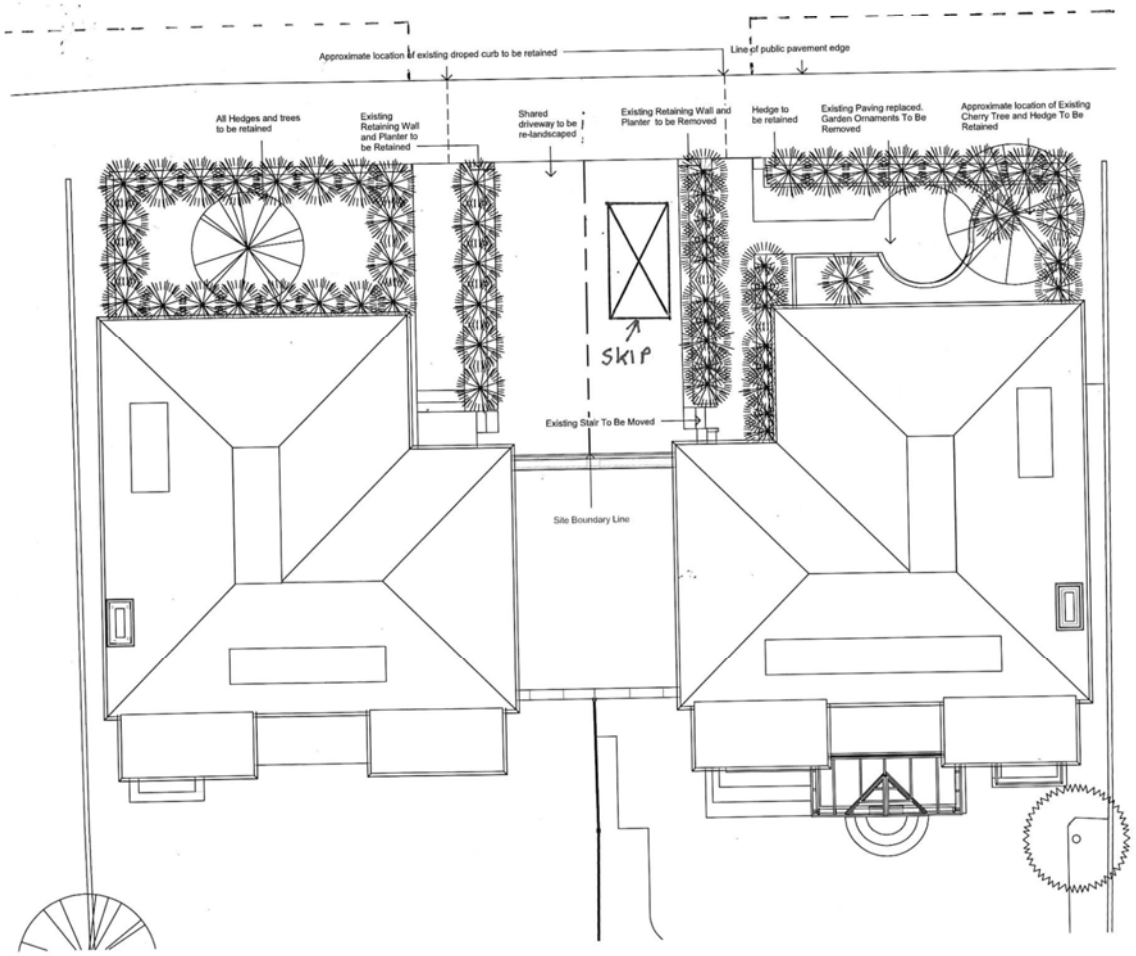
All deliveries will be made from the kerbside in front of the site.

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

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

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

Q25. 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.



Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

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

Section 5 – Environmental Issues

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

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

Noisy Operations will only be carried out between 8.00am to 6pm on Monday to Friday.

Q28. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Noise monitoring:

Noise levels from construction during the working day will be monitored against indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area.

Noise levels will be monitored during construction as follows:

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

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

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

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

Q30. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Noise and Vibration Mitigation:

All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors.

- Any noise emitting equipment on site that is required to run continuously will be housed in a suitable acoustic enclosure.
- a small tracked mini-piling rig will be used with sectional flight augers used to form the bore from the existing ground level which will greatly reduce vibration in the immediate vicinity of the work area.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The use of and noise from, percussive tools with be limited as far as reasonably possible.
- The external perimeter scaffold will be fully encapsulated in monaflex sheeting which will reduce the transfer of noise.
- The hoarding erected around site will also help to reduce noise transmission.
- Excavators will be fitted with hydraulic pulverisers and shears whenever possible in preference to hydraulic hammers.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per 855228-1: 2009.
- Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.

- The positioning of compressors will also be taken into consideration to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers
- Electrically powered tools will be used as opposed to petrol/diesel powered, wherever possible.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- No personal audio equipment will be allowed on site e.g. radio.
- Acoustic blankets will be employed where necessary on the party wall.

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

Q31. Please provide evidence that staff have been trained on BS 5228:2009

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

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

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

During demolition the following controls will be implemented:

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

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

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

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

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

Q33. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

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

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

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

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

Q34. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

See above

Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

An initial Risk Assessment has been undertaken in line with GLA's Control of Dust and Emissions During Construction and Demolition 23 July 2014. During the four phases of Demolition, Earthworks, construction and Trackout the dust emission magnitude was deemed to be small

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

The relevant mitigation measures from the SPG will be delivered onsite

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site is not deemed to be High Risk.

Q38. 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 copies of receipts (if work undertaken).

Pest Management
Renovation

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

Sewers and rodents

1. Rats live in sewers and move through drainage systems. They come to the surface and enter buildings through breaks and faults in the drainage system.
2. Capping of drainage systems will be carried out where appropriate to isolate old redundant sewers /drains, including those servicing properties that have been vacated and are awaiting clearance and demolition.

3. Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed.
4. Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.
5. To prevent rat egress from live drains and sewers to new systems, the live systems will be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.
6. Pest monitoring and baiting programmes will be instigated on construction and refurbishment sites, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work, Etc. Act 1974.
7. An all-encompassing sewer rat monitoring programme will be implemented in the sewer systems within the project area for the duration of the project.
8. Sewers and drains will be cleared of any remaining building debris.

Site hygiene

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

Compliance Monitoring

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

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to Tfl best practice guidance and (CMRBC) sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

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

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. Deliveries will be al-

located time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users.

All deliveries will be made from the kerbside in front of the site.

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

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

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

Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

The works are of relatively small scale and as such use will not be made of a construction material consolidation centre. However, in order to reduce the impact of associated traffic, where possible local suppliers will be used to reduce overall traffic distance by construction related vehicles.

Site Waste Management Plans (SWMP) have been developed to ensure that site waste is managed more effectively through the course of demolition and construction and through to the operation of developments. By virtue of managing the amount of waste produced, it will help reduce the potential harm to both the environment and to human health. Although since December 2013 SWMP's are no longer compulsory for developments in England, the production of a SWMP is still a useful tool to assist in reducing the amount of waste and increasing the amount of recycling associated with the proposed development.

Any SWMP should develop throughout the various stages of the project, and responsibility for the updating of the plan can transfer between individuals and organisations during these different stages. A thorough approach to site waste management planning will produce a structured plan that can perform three different roles:

1. To set out the importance of effective waste management and how this is enshrined in legislation, policy and guidance at all levels from European down to local, and summarising those that are most important and relevant to the scheme;

2. Identify the baseline conditions and set out waste management issues at each of the three main stages – design, construction and operation, and establish a framework for further development of the Site Waste Management Plan which will continue to be a live document throughout the process of construction;

3. To analyse these waste management issues in terms of any significant environmental effects and how the scheme has been able to either avoid, minimise or mitigate against such environmental effects.

The SWMP Template that will be used has been attached as Appendix A to this report.

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be 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 it out.

Details of consultation

Party Wall agreements will be put in place with neighbouring residents and contact details will be obtained during this process to ensure a good dialog can be maintained during the construction work.

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

Informal consultation has started with local neighbours and will be formalised following planning approval.

Details of any Construction Working Group

The Principal Contractor will be :

BDCM CONSTRUCTION (TBC)
55 Heath Street
London, NW3 6UG

The site manager will be Andrew Selby
Tel: 020 7435 5559
Email: aselby@bdcm.co.uk

The Site Manager will be the person responsible for dealing with community liaison.

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

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

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – CLOCS scheme' that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

Details of any schemes will be provided following planning approval.

However it is anticipated BDCG will register this project with Considerate Contractors Scheme.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

BDGG have a strict policy in respect to the conduct of employees (both direct and sub-contractors). All complaints will be taken seriously and investigated. Action will be taken where appropriate. Repeat offenses or serious breaches will result in the removal of staff from site.

Q45. 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.

Currently there are no major construction sites in the vicinity of the development. This will be reviewed following Planning Approval. Due to the residential nature of the area in is not anticipated that the culmulative impacts from further sites in the area will create significant problems.

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

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

i. **VEHICLES:**

- **Warning signage**: warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection**: fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation**: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. **DRIVERS:**

- **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan**: is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment**: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress**: should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading**: vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing**: should be carefully considered, risk assessed and communicated to all contractors and drivers.

- **Control of site traffic, particularly at peak hours**: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance**: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

All contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet the above conditions

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

As the construction project is relatively small, no further relevant information with regard to traffic and transport is felt to be required.

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

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

Signed: …… **Date:** ……..

Print Name: Andrew Selby **Position:** ……

Submit: planningobligations@camden.gov.uk

APPENDIX A : Site Waste Management Plan

Responsibility

Name of client	
Name of principal contractor	
Name of person who drafted plan	
Notes, amendments	

Construction Project

Location (address, postcode if appropriate)	
Estimated project cost	
Notes, amendments	

Materials Resource Efficiency

Describe here any methods adopted during the conception, design and specification phase to reduce the amount of waste arising.

Method	**Resource saving (quantify if possible)**

Waste Management

Declaration

The client and principal contractor will take all reasonable steps to ensure that –

a) all waste from the site is dealt with in accordance with the waste duty of care in section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) regulations 1991; and

b) materials will be handled efficiently and waste managed appropriately

Signatures

Waste Type	**Quantity (m³or tonnes)**							
	Re-use on-site	Re-use off-site	Recycling on-site	Recycling off-site	Other form of recovery on-site	Other form of recovery off-site	Sent to landfill	Other dis-posal
Estimates								
Inert								
Non-hazardous								
Hazardous								
Totals (m³ or tonnes)								
Actual								
Inert								
Non-hazardous								
Hazardous								
Totals (m³ or tonnes)								
Difference between es-timates and actual								

Waste Records

Date removed	Waste Type	Identity of the person removing the waste	Site the waste is be-ing taken to and wheth-er licensed or exempt	Waste car-rier and registration number*	Confirmation of delivery

* evidence of waste carrier registration and waste transfer or hazardous waste consignment notes for each removal of waste should be provided either as part of the plan, or filed and cross-referenced

Post-Construction

[Within three months of the construction work being completed]

Confirmation

This plan has been monitored on a regular basis to ensure that work is progressing according to the plan and has been updated to record details of the actual waste management actions and waste transfers that have taken place.

Signature

Issue	**Details**
Explanation of any deviation from the planned arrangements	
Waste forecasts – exceeded	
Waste forecasts – not met	
Cost savings achieved	

APPENDIX B : NOISE, VIBRATION AND DUST

Noise monitoring:

Noise levels from construction during the working day will be monitored against indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area.

Noise levels will be monitored during construction as follows:

- Noise and Vibration monitoring will be carried out regularly, as well as in response to requests/complaints or any new activities that have the potential to generate significant noise.

- Checks will be made on method statements to ensure that the best practice described in the standards is being applied in the method and site activities.

Noise and Vibration Mitigation:

All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors.

- Any noise emitting equipment on site that is required to run continuously will be housed in a suitable acoustic enclosure.
- a small tracked mini-piling rig will be used with sectional flight augers used to form the bore from the existing ground level which will greatly reduce vibration in the immediate vicinity of the work area.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The use of and noise from, percussive tools with be limited as far as reasonably possible.
- The external perimeter scaffold will be fully encapsulated in monaflex sheeting which will reduce the transfer of noise.
- The hoarding erected around site will also help to reduce noise transmission.
- Excavators will be fitted with hydraulic pulverisers and shears whenever possible in preference to hydraulic hammers.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per 855228-1: 2009.
- Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.
- The positioning of compressors will also be taken into consideration to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers
- Electrically powered tools will be used as opposed to petrol/diesel powered, wherever possible.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- No personal audio equipment will be allowed on site e.g. radio.
- Acoustic blankets will be employed where necessary on the party wall.

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

Mitigation Measures:

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

During demolition the following controls will be implemented:

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

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

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

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