DRAFT CONSTRUCTION MANAGEMENT PLAN

PROPOSED DEVELOPMENT AT

23 RAVENSHAW STREET
LONDON NW6 1NP

FEBRUARY 2017

Planning Reference: PP-05782933

Greg Smart
G2 Planning Solutions Ltd
Lymington Business Centre, Solent House, Cannon Street, Lymington, Hants, S041 9BR
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email: greg@g2planningsolutions.co.uk

Contents:

Queries: planningobligations@camden.gov.uk

Introduction

This Construction Management Plan (CMP) has been prepared by G2 Planning Solutions Ltd, under instruction from Mr Chris Taylor. The CMP is to be submitted to the London Borough of Camden in support of the planning application for redevelopment of 23 Ravenshaw Street.

The proposed development is a four storey new build comprising 8 No. Apartments and includes associated landscaped gardens to the rear. Demolition of the existing end of terrace, currently split into two flat numbers 23A & 23B, will be necessary to facilitate the development. The new build comprises a single storey basement containing 2 No. 3 bed flats, Ground floor 2 No. 2 bed flats Refuse & Cycle store, First floor 2 No. 3 bed Flats and Second floor 2 No. 2 bed flats

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the council. The contractor's 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. All revisions shall be signed and dated in an addendum format forming part of the original. A full copy of the approved CMP and addendums shall be kept on site ready available for inspection at the request of an Authorised Officer of the Council.

The purpose of the CMP is to ensure that the impact of construction work on the local residents and the immediate highway network is minimised. The CMP is a live document that will evolve as necessary to address issues that may be identified through ongoing consultation with local residents as the project progresses.

Section 1: Site Contacts

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

Site Address: 23 Ravenshaw Street. London, NW6 1NP
Planning application reference: To be established

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

Name: Greg Smart – G2 Planning Solutions Ltd
Address: Lymington Business Centre, Solent House, Cannon Street,
Lymington, Hants, S041 9BR
Tel: 01590 678002: Mob 07789 548171
email: greg@g2planningsolutions.co.uk

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

Contractor TBA. Not currently appointed.

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

Prior to commencement on site point of contact will be the Client:-
Mr C S Taylor Tel:07739108695. email: chris.stuart.taylor@gmail.com
Post contract the main contractors PM will be the point of contact TBA in due course.

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.

Prior to commencement on site point of contact will be the Client:-
Mr C S Taylor Tel: 07739108695. email: chris.stuart.taylor@gmail.com
Post contract the main contractors PM will be the point of contact TBA in due course.

Q6 & Q7: None appointed. Contact as as above.

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.

The site consists of a two story plus loft conversion end of terrace red brick house with an adjacent area of hard standing car park. It is assembled from three separate titles, all under ownership of the applicant: 23A, a two bed ground floor flat, 23B, a three bed first and second floor maisonette along with a car park area, listed as “Land adjoining” 23 Ravenshaw Street London NW6 1NP.

Most of the site backs directly onto a railway banking, apart from the rear garden of 23A which backs onto the apex of the communal garden of Ellerton Tower on Mill Lane.

The proposal involves complete demolition the existing house and its replacement of a three story plus basement level 8 unit apartment block.

This map not to scale

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).

The Construction works comprise the excavation and construction of a reinforced concrete basement, a three storey traditional build superstructure constructed use load bearing masonry blockwork & precast concrete floor planks with a combination of zinc standing seam pitched roofs and membrane flat roofs. The building façade comprises a mixture of multi-coloured red bricks with large contemporary composite windows. The total habitable area of the development is 674.5m^2 served by 234.7m^2 of amenity space. The plot size is 484m^2.

The main issues related to the construction phase of the project will primarily be managing deliveries to the site and the logistics of constructing the basement and erecting the timber frame superstructure. The construction will require a number of residential parking bays to be suspended (see SL02 P6, SL03 P7, SL04 P18) and will require a traffic management plan which minimise the impact on local residents and businesses (See SL01 P6) Carefully selection of construction plant and delivery vehicles will be necessary to navigate routing to and from site.

See site logistics plans:
SL02 Demolition Phase Page 7
SL03 Excavation Phase Page 8
SL04 Superstructure Phase Page 18

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.).

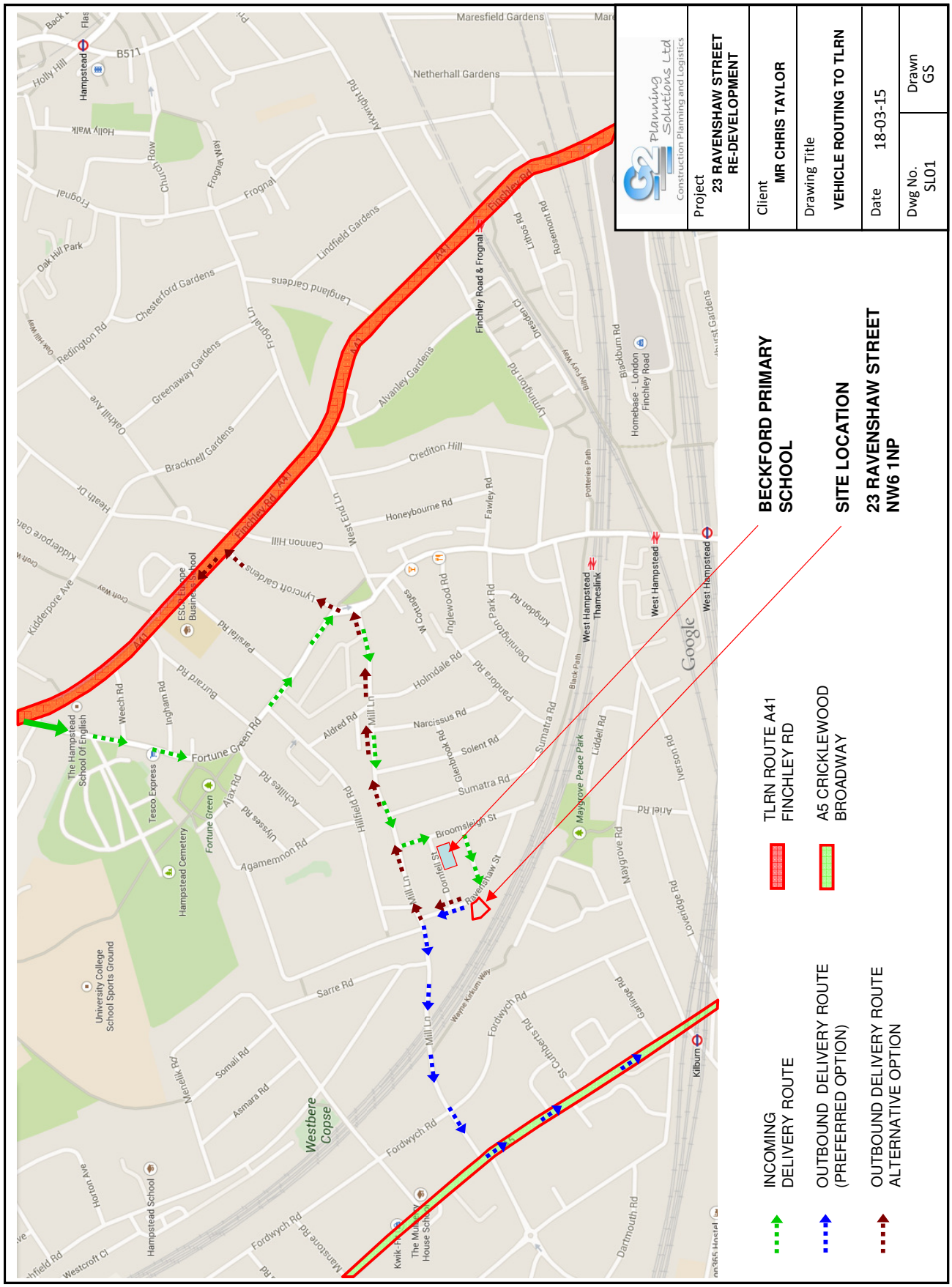
See: Potential Receptors Maps, Pages 9 &10

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.

See site logistics plans:
SL01 TLRN Routing Plan P6
SL02 Demolition Phase P7

Camden

SL01 TLRN Routing Plan



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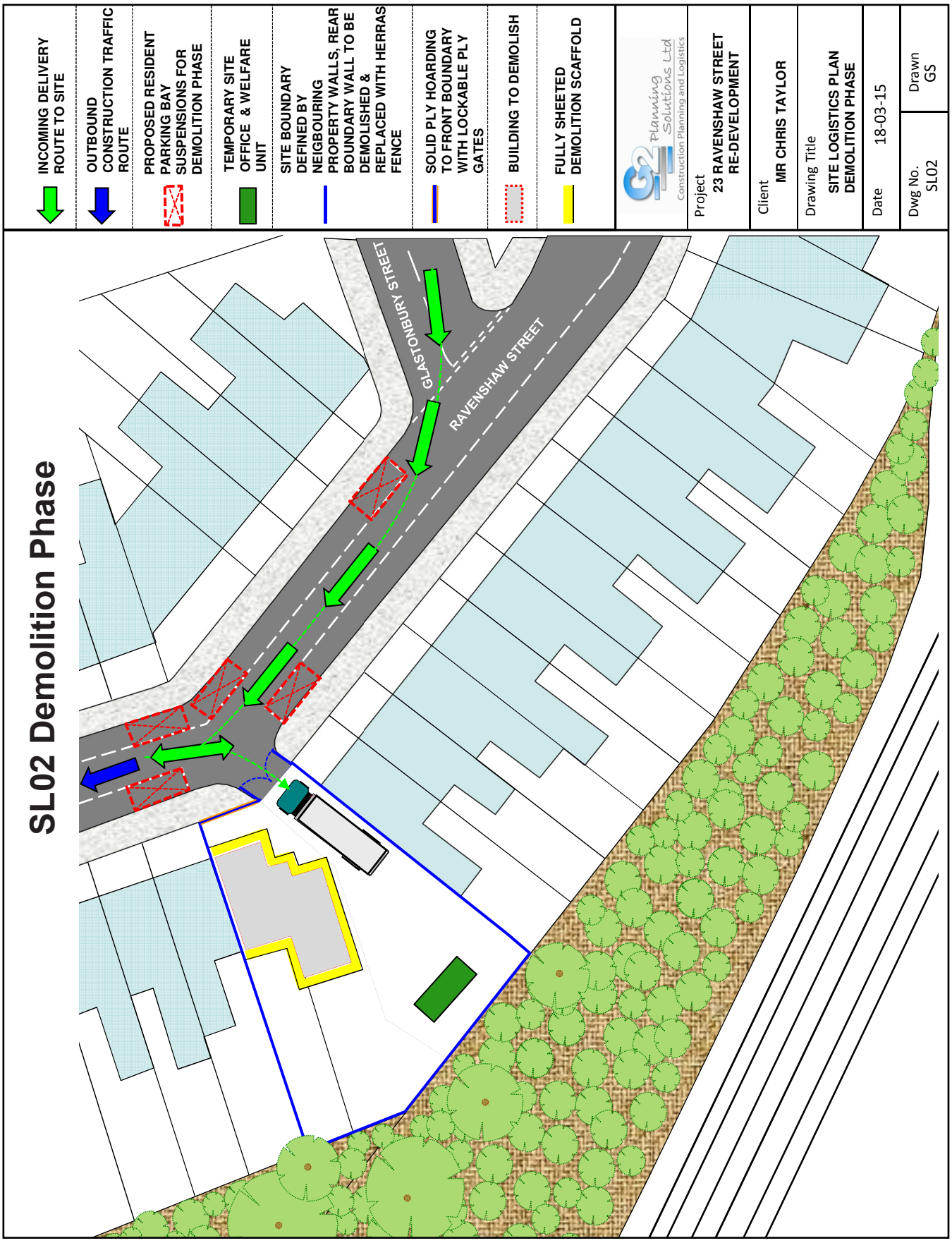

INCOMING DELIVERY ROUTE TO SITE
OUTBOUND CONSTRUCTION TRAFFIC ROUTE
PROPOSED RESIDENT PARKING BAY SUSPENSIONS FOR DEMOLITION PHASE
TEMPORARY SITE OFFICE & WELFARE UNIT
SITE BOUNDARY DEFINED BY NEIGBOURING PROPERTY WALLS, REAR BOUNDARY WALL TO BE DEMOLISHED & REPLACED WITH HERRAS FENCE
SOLID PLY HOARDING TO FRONT BOUNDARY WITH LOCKABLE PLY GATES
BUILDING TO DEMOLISH
FULLY SHEETED DEMOLITION SCAFFOLD
G2 Planning Solutions Ltd
Construction Planning and Logistics
Project
23 RAVENSHAW STREET RE-DEVELOPMENT
Client
MR CHRIS TAYLOR
Drawing Title
SITE LOGISTICS PLAN DEMOLITION PHASE
Date
18-03-15
Drawn
GS
Dwg No.
SL02
SL02 Demolition Phase
GLASTONBURY STREET
RAVENSHAW STREET

Camden

INCOMING DELIVERY ROUTE TO SITE
OUTBOUND CONSTRUCTION TRAFFIC ROUTE
PROPOSED RESIDENT PARKING BAY SUSPENSIONS FOR CONSTRUCTION PHASE
PERMENANT SITE OFFICE & WELFARE IN REAR GARDEN AFTER BULK DIG
SITE BOUNDARY AS DEMOLITION PHASE
SOLID PLY HOARDING TO FRONT BOUNDARY WITH LOCKABLE PLY GATE PEDEST. ACCESS
UNLOADING ZONE
PLY LINED PEDSTRIAN TUNNEL
SKIP USED TO TEMP STORE SPOIL
MUCK CONVEYOR
GRAB LORRY

G2 Planning Solutions Ltd
Construction Planning and Logistics

Project
23 RAVENSHAW STREET RE-DEVELOPMENT

Client
MR CHRIS TAYLOR

Drawing Title
SITE LOGISTICS PLAN EXCAVATION PHASE

Date 18-03-15

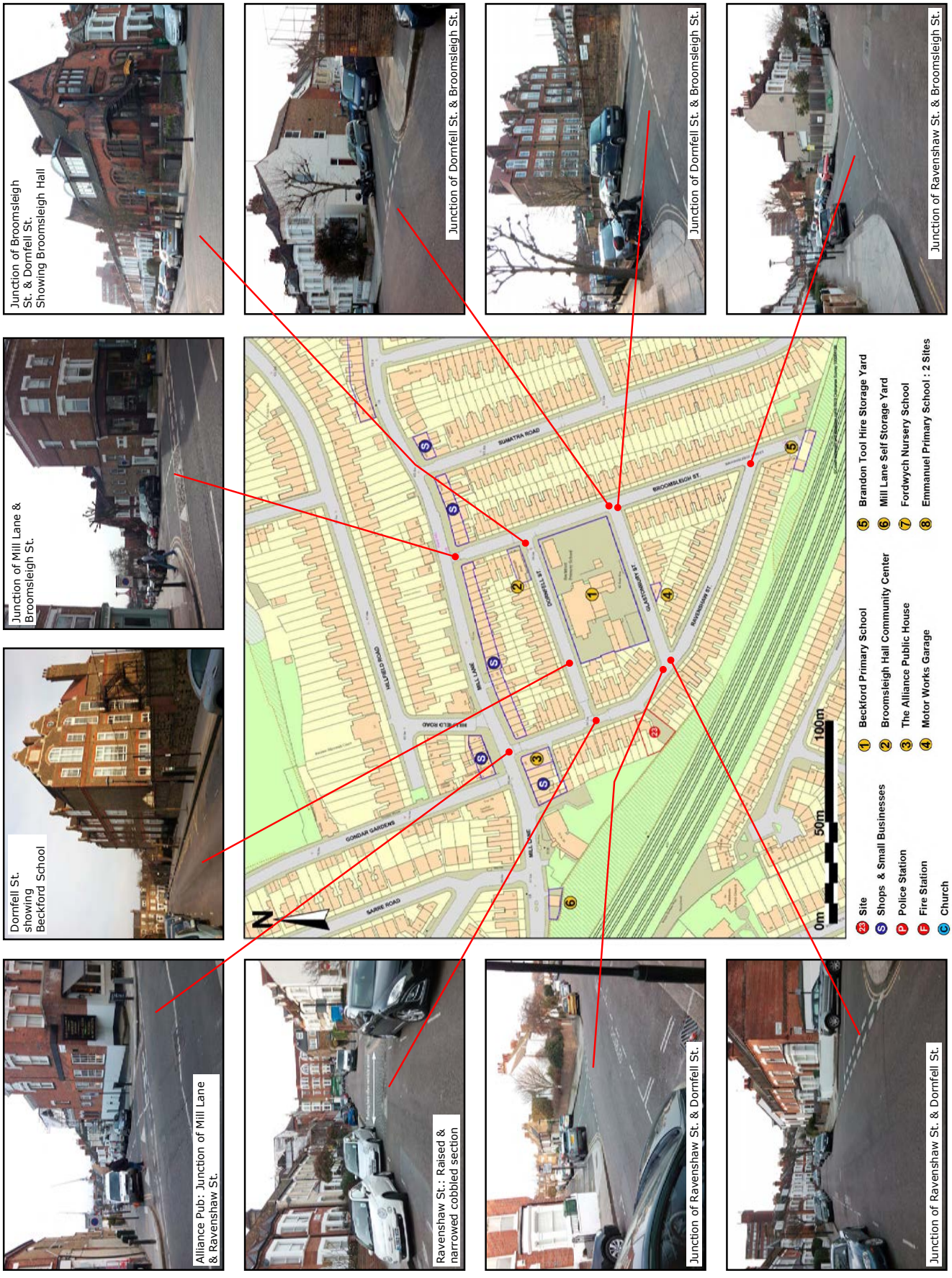
Dwg No. SL03

Drawn GS

SL03 Excavation Phase

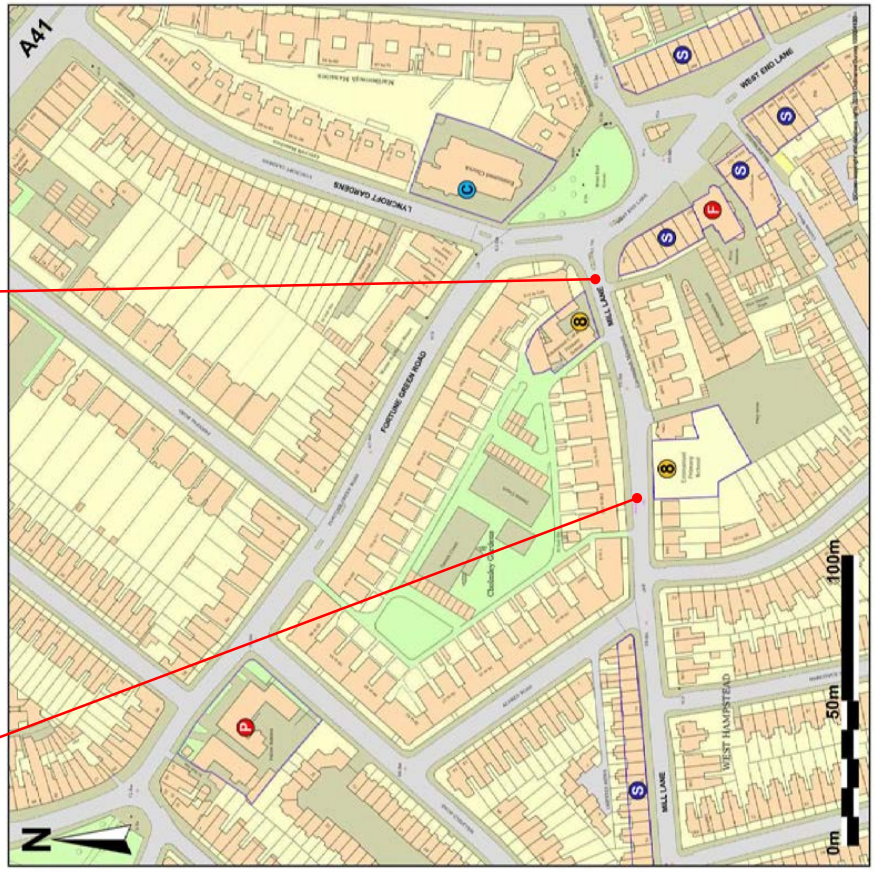
Section 2: Potential Receptors Map

Camden

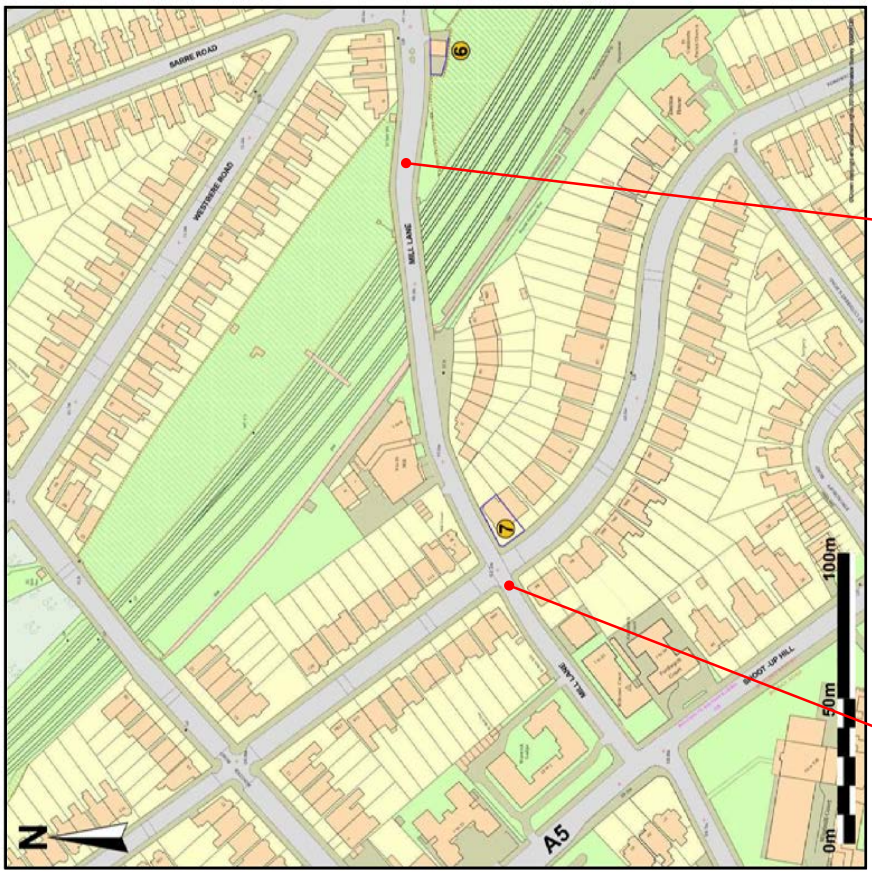


Section 2: Potential Receptors Map

Camden



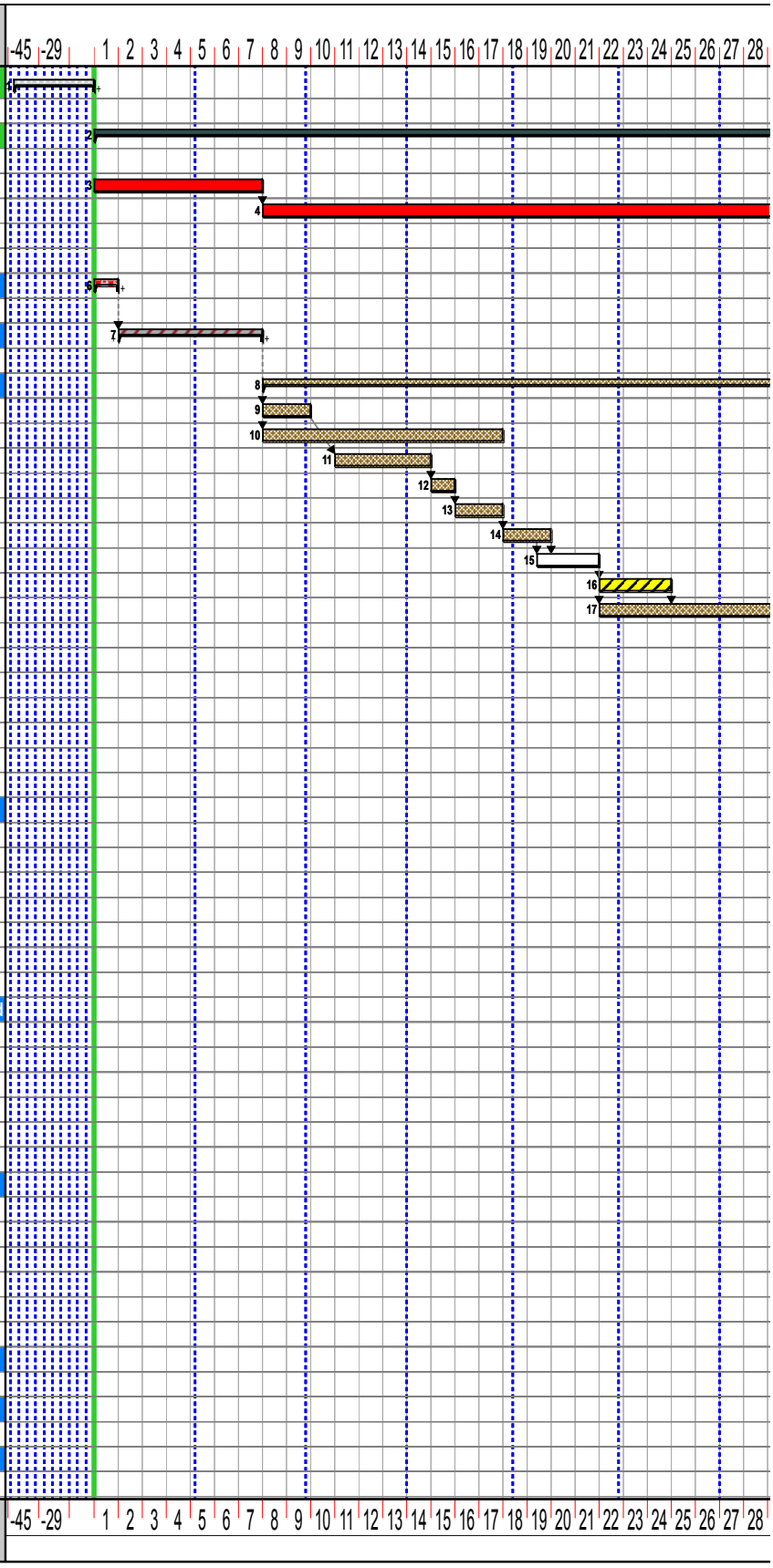
- Site
- Shops & Small Businesses
- Police Station
- Fire Station
- Church
- 1 Beckford Primary School
- 2 Broomsleigh Hall Community Center
- 3 The Alliance Public House
- 4 Motor Works Garage
- 5 Brandon Tool Hire Storage Yard
- 6 Mill Lane Self Storage Yard
- 7 Fordwych Nursery School
- 8 Emmanuel Primary School : 2 Sites



Section 2: TP01 Outline Programme

Camden

Line	Name	Duration
1	**PRECONSTRUCTION**	42w
2	**CONSTRUCTION**	79w
	SUMMARY	
3	DEMO & ENABLING WORKS	7w
4	BASEMENT	38w
5	REST OF BUILD	36w
6	**SITE SET UP/ SURVEYS**	1w
7	**SOFT STRIP & DEMOLITION**	6w
8	**BASEMENT SUBSTRUCTURE**	38w
9	Install Trench Sheets to Rear Boundary + Front Boundry at Back Edge of Footpath	2w
10	Underpining (Full Depth Pin Req Earthwork Support) Approx 40No. Pins	10w
11	Excavate Centre Pit (Batter Sides)	4w
12	Formation Works	1w
13	Cast Section of Basement Slab Under Core Walls	2w
14	S'R & C Core Walls	2w
15	Strike & Cure	2w 3d
16	Install Flying Shores	3w
17	Excavate To Formation Level	8w
18	Underslab Drainage	2w
19	Formation Works	2w
20	S'R & C Retaining Wall Toe & Wall to Front Lightwell (Hit & Miss Sections)	6w
21	Prep & Pour RC Basement Slab	4w
22	RC Linining Walls	4w
23	S'R & C GF Slab	4w
24	Remove Temp Props & Infill	2w
25	**SUPERSTRUCTURE**	10w
26	Blockwork Ground to 1st	2w
27	PCC Floor Planks to 1st Floor	1w
28	Blockwork 1st - 2nd	2w
29	PCC Floor Planks to Second Flooor / Part Roof terrace	1w
30	Raise walls to Roof	1w
31	Flat Roof Structure to 2nd Floor Apts	1w 2d
32	Pitched Roof Structure	1w 3d
33	**ROOF**	10w 3d
34	Single Ply Membrane to Flat Roof to 2nd Fl Apts	1w 3d
35	Single Ply Membrane to Flat Roof / Terrace at 2nd Floor Level	2w
36	Zinc Standing Seam Roofing To Wathertight inc Roofllighst	5w
37	Flashing & Weathering to Party Walls	1w
38	Terrace Finishes	4w
39	Building Substantially Weathertight	
40	**FACADE**	19w
41	Erect Scaffold	1w 2d
42	Brickwork	9w
43	Install Windows	4w
44	Louvered Panels / Pressed Metal Panles / Fascias	5w
45	RW Goods	1w
46	Strike Scaffold	1w
47	**INTERNAL WORKS**	28w
48	**EXTERNAL WORKS**	11w
49	**FINALS**	8w
50	Practical Completion	

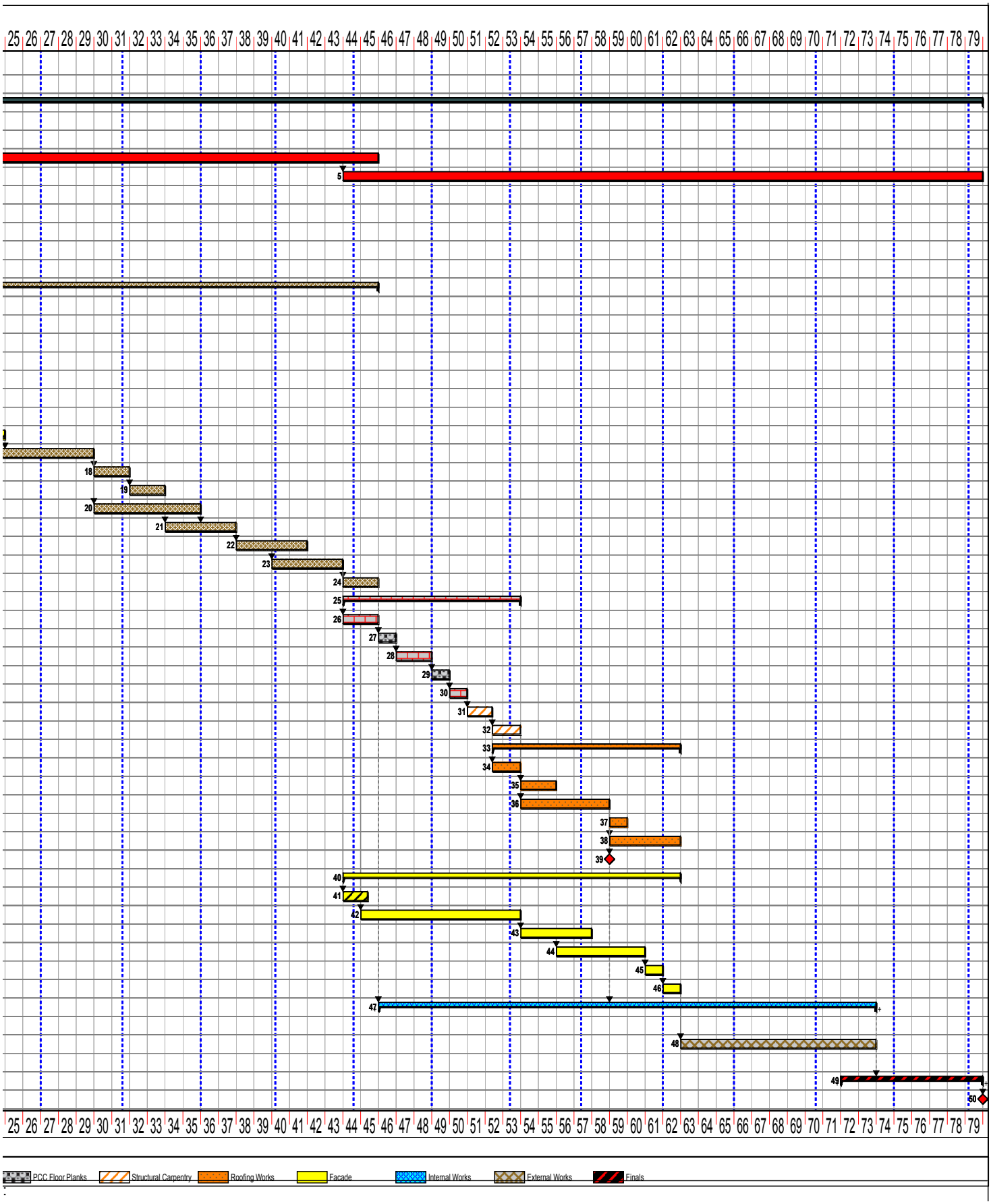


Elemental

Pre Construction | Summary | Key dates | Enabling Works | Demo / Soft Strip | Substructure Works | Drying / Curing Time | Temp Works | Blockwork | PCC Floor Plan

Drawn by:GS | Prog No.TP01 | Rev No. | Comments:

Section 2: TP01 Outline Programme



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).

Site Working hours will be in accordance with the standard working hours for construction sites in Camden.

See Pages 11 & 12: Gantt Chart. * Chart marked in weeks, any actual commencement date is currently indeterminable.

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.

There is understood to be sufficient capacity in the existing utilities. It is envisaged therefore that the development will not require the mains in the street to be upgraded and that the works will comprise new branch connections of gas and water, new BT services, & LV Electrical supply. Drainage will require a new connection into the public sewer Ravenshaw Street.

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

An asbestos survey hasn't yet been carried out. However, the developer has lived at the property for over 20 years and during the course of numerous renovating and decorating projects has never seen even a hint of asbestos either in the house or in the amenity space. No sign of asbestos has ever been dug up in the gardens, the excavation of a fish pond, or seen in soil from the 4 bore holes or the 3 trail pits.

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.

Since the site is in close proximity to Beckford Primary School which is bounded by Dornfell Street, Broomsleigh Street and Glastonbury Street, deliveries to site will be restricted to the hours of 9.30am and 3pm weekdays during term time and between 8am and 1pm on a Saturday in accordance with Camden guidelines.

During school holidays deliveries will be permitted until 4.30pm on weekdays and there will be no deliveries on Sundays or Bank holidays.

The vehicle routing plan including in Appendix 3 highlights the construction delivery route to and from site, this route has purposely been devised to bypass Dornfell street (main entrance to the school) and use Glastonbury Street instead which does not have any points of entry into the Beckford school building.

A designated unloading area immediately adjacent to No. 23 Ravenshaw Street is proposed which is the only location vehicles serving the site will be permitted to stop. See site logistics plan.

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.

The site will be served by the following vehicle types:-

Skip Lorry 4 Wheel, 17 Tonne, G.V.W
Skip Lorry 8 Wheel, 30 Tonne, G.V.W
Concrete Delivery Vehicle 8 Wheel, 30 Tonne, G.V.W
Building Deliveries 4 Wheel, 17 Tonne, G.V.W Panel body
Muckaway, Ballast and Loose Materials 8 Wheel, 30 Tonne, G.V.W, Tipper
General Building Materials 4 Wheel, 17 Tonne, G.V.W, HIAB Flat Bed
City Class Concrete Pump 4 Wheel 18 Tonne, G.V.W
50-90T Mobile Crane (Details of GVW & Axel Configuration to be advised at time of Permit application)

Dwell Times for delivery vehicles will be generally be around 20 mins Concrete delivery vehicles will be upto 40 mins and bulk and aggregates vehicles may be unloading / loading for up to 60 mins.

See: Vehicle Movement Histogram Page 16.

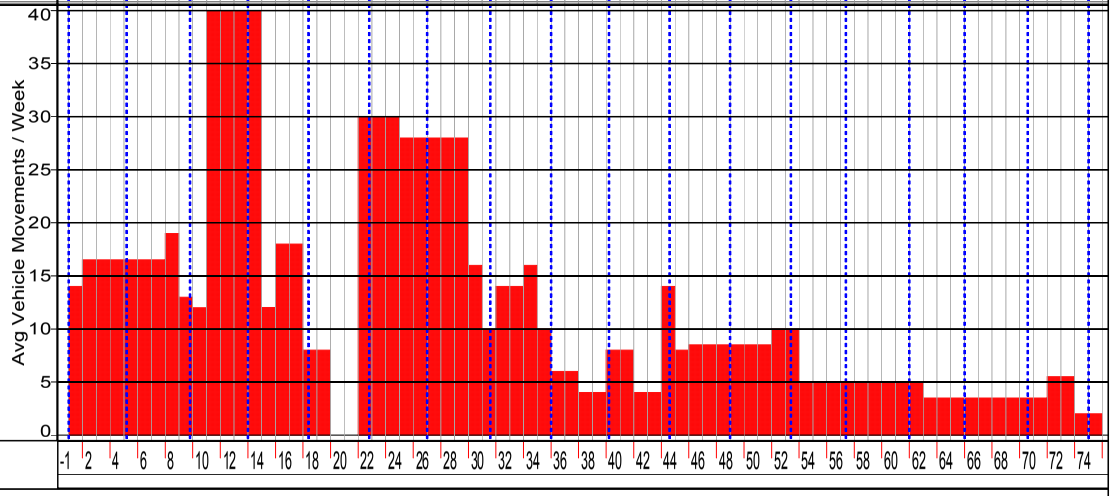
23 Ravenshaw Street - Re-Development
Vehicle Movement Histogram

Date : 18/03/2015
Ref : VMH 01

Line	Name	Duration
1	SITE SET UP	1w
2	SOFT STRIP & DEMOLITION	6w
3	BASEMENT	38w
4	EXCAVATION / MUCKAWAY PERIODS - PEAK VEHICLE MOVEMENTS	12w
5	SUPERSTRUCTURE	10w
6	ROOF	11w
7	FACADE	19w
8	INTERNAL WORKS	28w
9	EXTERNAL WORKS	11w
10	FINALS	4w

PEAK VEHICLE MOVEMENT EQUATES TO 40 PER WEEK HENCE APPROX 8 PER DAY

1 Vehicle Movement Analysis - Vehicle Movements



Elemental
Enabling Works | Demo / Soft Strip | Substructure Works | Superstructure | Roofing Works | Facade | Internal Works | External Works | Finals

Drawn by:GS	Prog No.VMH 01	Rev No.	Comments:

Project Ref. C:\Users\user\Documents\CDrive\Chris Taylor\Ravenshaw histogramme.pp

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

Scaffolding to the front and rear facade will be contained with the front lightwell and rear garden and will not infringe on the public footpath. During the excavation phase of the project it will be necessary to load excavated material from the basement into a skip or skip lorry located on Ravenshaw Street. It is proposed that spoil is moved using a small conveyor accordingly this will need to route over the public footpath. In the interests of the safety of pedestrians using the footpath a ply lined scaffold tunnel will be erected on the footpath see site logistics plans SL02 P6, SL03 P7, SL04 P18. *Note. An attendant banksman will ensure that the mobile crane will as far as practicable operates within the air space of the demise of No.23.

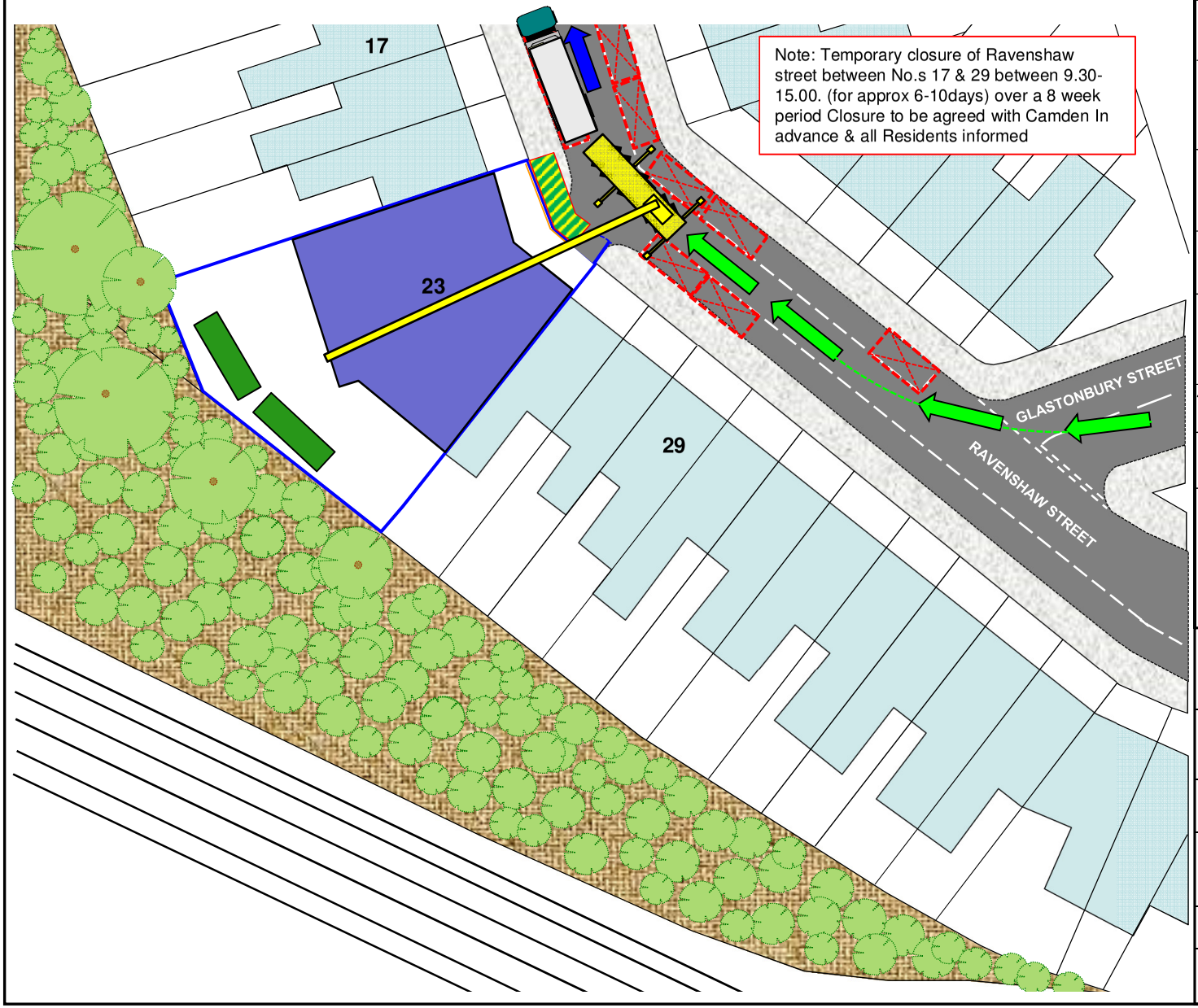
Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

See site logistics plans:
SL02 Demolition Phase Page 7
SL03 Excavation Phase Page 8
SL04 Superstructure Phase Page 18

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.

See site logistics plans:
SL02 Demolition Phase Page 7
SL03 Excavation Phase Page 8
SL04 Superstructure Phase Page 18

SL04 Superstructure Phase



- INCOMING DELIVERY ROUTE TO SITE
- OUTBOUND CONSTRUCTION TRAFFIC ROUTE
- PROPOSED RESIDENT PARKING BAY SUSPENSIONS WHILST MOBILE CRANE IS IN USE
- PERMENANT SITE OFFICE & WELFARE IN REAR GARDEN AFTER BULK DIG
- SITE BOUNDARY AS DEMOLITION PHASE
- SOLID PLY HOARDING TO FRONT BOUNDARY WITH LOCKABLE PLY GATE PEDEST. ACCESS
- UNLOADING ZONE
- PLY LINED PEDSTRIAN TUNNEL

G2 Planning Solutions Ltd
Construction Planning and Logistics

Project	23 RAVENSHAW STREET RE-DEVELOPMENT
Client	MR CHRIS TAYLOR
Drawing Title	SITE LOGISTICS PLAN SUPERSTRUCTURE PHASE
Date	18-03-15
Dwg No.	SL04
Drawn	GS

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.

The site boundary adjacent to frontage of the site will be defined by a solid 2.4m ply hoarding incorporating a set of lockable gates to secure the site out of hours. The hoarding will be located on the back edge of the footpath. The footpath is envisaged to be kept open to the public throughout the course of the works.

During the excavation phase of the project a ply lined pedestrian tunnel will be erected to safeguard pedestrians from the conveyor routing above the footpath. It would be prudent to leave this tunnel in place until the building superstructure is complete since it will be necessary to lift precast concrete floor planks over the footpath.

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.

Delivery vehicles approaching the site are shown to originate from the Nearest Traffic for London Road Network (TLRN) route which is the A41 Finchley Road.

Vehicles will exit off the Finchley Road at the intersection where there is a filter lane to make a right turn into Fortune Green Road. Vehicles will continue along Fortune Green Road for approx. 0.75km until an intersection with Mill Lane is reached. After making the right turn at this junction Vehicles will continue along Mill Lane for a further 0.5 Km before making a left turn into Broomsleigh Street. The route will then pass Dornfell Street and take the next right into Glastonbury Street, before making the final approach to site and a right turn to Ravenshaw Street. It should be noted that it is proposed to suspend one of the residents parking bays on Ravenshaw Street immediately adjacent to the Glastonbury Street junction this is to allow sufficient space for lorries to turn and safely approach the site.

Vehicles leaving the site will continue their direction leaving the unloading zone then head north on Ravenshaw Street up to the junction with Mill Lane. To avoid vehicles turning across oncoming traffic on mill lane an outbound route to the A5 Cricklewood Broadway is proposed allowing vehicles to make a left turn onto Mill Lane where they will continue for approx. 0.5 km to the A5 Criclewood Broadway intersection. An alternative route back to the TLRN has also been indicated on the TLRN Routing Plan which comprises a westerly route back onto Mill Lane and a link back to the Finchley Road via Lyncroft Gardens.

See Page 6: SL01 TLRN Routing Plan

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.

At the time of Sub contract order placement a copy of the TLRN Route plan will be issued and written into the contract for these access and egress to be adopted and strictly adhered to. All deliveries will be scheduled on a weekly basis by the resident Site Manager, there will only be sufficient space to accommodate one delivery vehicle in the loading bay at any one time accordingly deliveries will be allocated a specific time slot. Should an unscheduled delivery arrive on site whilst the loading bay is occupied they will be sent for circulation and advised of a revised time slot. Deliveries vehicles will be not permitted to wait or in any way obstruct the surrounding neighbouring streets.

Once safely parked in the loading bay the driver will be required to sign in. The resident site manager will receive the delivery and organise off loading. The health, safety & welfare of the general public using the footpath will be the uppermost priority. Visitors to the site arriving on foot will be required to have PPE with them and follow the signposted route to the site office located in the rear garden.

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.

See site logistics plans:
SL02 Demolition Phase Page 7
SL03 Excavation Phase Page 8
SL04 Superstructure Phase Page 18

No car parking will be available on site and operatives will be expected to arrive on public transport or park in the nearest pay and display facilities.

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).

No articulated vehicles will be utilised for this development all delivery vehicles will be on rigid axel flat bed type vehicles. The route to site from Mill Lane has been physically walked and measured to ensure vehicles can safely access the site. A full swept path analysis has not being undertaken at this stage.

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

Specific site activities for this development which have the potential to cause noise are as follows:-

- Demolition - Weeks 2-5
- Breaking out of Existing Substructures & Concrete Driveway - Weeks 6-7
- Potential Piling / sheeting operations for basement construction Weeks 11 – 17
- Excavation Works & Placement of Hard core to Formation Weeks 22 - 36
- Erection of Superstructure Weeks 44-53

These works will be carried out during normal site hours since mitigation measures will bring noise levels down to permissible limits.

Demolition
A fully sheeted demolition scaffold will be erected before any removal of the roof and walls can commence. A hand strip will be undertaken with hand held percussive tools.

Breaking Out Concrete Driveway
To keep noise, vibration and dust at an absolute minimum, a technique of drilling cores and inserting expansive grout is proposed to break up the concrete hard standing.

Potential Piling
Subject to detail basement design a small amount of piling may be required to the front and rear boundary. Piling will either me rotary bored with a mini rig or a small sheet piling rig which is comparatively quite in nature. Driven Piling technique utilising a hammer action will not be used on this project.

Excavation Works & Placement of Hard Core to Formation
Mini Excavators will be used excavate the basement to load a small conveyor discharging directly into a skip or attendant muck away lorry. Plant will be fitted with silencers and by relatively new and well maintained. Plant will also be operated in such a way to minimise noise emissions.

Erection of Superstructure Weeks 42-43
Load bearing masonry and precast concrete floor planks is currently the design intent for the superstructure. This is generally considered to be a quiet form of construction.

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.

Continuous automated sound monitoring was undertaken for the duration of the survey between 15:30 on 29th January and 15:00 on 30th January 2015.

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

The primary noise source from the demolition phase will be from hand held breakers used to progressively debond the masonry walls and the loading of rubble into lorries. The sort of noise emissions that can be expected from hand held mini breakers is typically around 88-90 LAeq and the loading of rubble into a skip lorry 83-85 LAeq this will be for around 3 weeks during the demolition process.

During the basement excavation process and excavator fitting with silencer equipment will be used typically noise would be in the region of 78-80 DbA this will be for a 12 week period whilst the basement construction is ongoing.

For the superstructure the precast concrete floor planks will need to be erected using a mobile crane, typically a 50-90TT mobile crane is relatively quiet with noise levels of around 70 LAeq expected this will be a for approx. 6-10 days over and 8-10 week period. During façade roofing and internal works noise levels are not envisaged to be considerable less than for the basement construction period.

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.

Hand demolition proposed as opposed to using heavy demolition plant thus mitigating noise levels as far as practicable. The breaking up of the concrete driveway is potentially a very noisy operation with conventional pneumatic breaking equipment. A system of drilling and expending grout is therefore proposed in order to keep noise to a minimum.

Other specific measures which will be adopted will include selection of 'silenced' plant, the pre-cutting of materials off site, prefabrication of plant or service containment and prefabrication and pre-cutting of 1st and 2nd fix materials and elements. The site manager will be provided with hand held noise measuring equipment and will be trained in the operation of this equipment to ensure that the operation of plant remains within the predicted levels.

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

Only reputable contractors will be used for this project who can provide evidence of fully trained staff and robust health and safety procedures. Training records of key personnel will be available when the main contractor is appointed.

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

a) Construction of a 2.4m high timber hoarding to the perimeter of the site prior to commencement any dust generating activity on site.
b) Keep site fencing, barriers and scaffolding clean using wet methods.
c) Monarflex sheeting / debris netting applied to scaffolds.
d) Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site.
e) Use of low emission plant fitted with catalysts, diesel particulate filters or similar devices.
f) Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery to be completed in accordance with the manufacturers' recommendations.
g) Damp down site during working day and again at the end of the day to reduce the amount of re-suspended dust.
h) Ensuring that all plant equipped with dust suppression equipment is checked on first use at site, to ensure that this equipment is functional and is being used.
i) Avoidance of diesel or petrol powered generators using mains electricity or battery powered equipment wherever possible.
j) Use of water sprays or poured water to suppress dust during cutting, angle grinding or other dust-generating activities.
k) Store materials with dust producing potential away from site boundaries and sheet, seal or damp down stockpiles of excavated materials held on site.

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.

The loading bay will be swept after each load or delivery. Periodic road sweep visits will also be implemented if required throughout the demolition & bulk dig phase of the project.

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

During the aforementioned build stages where noise levels are at their peak sound level readings will be taken on site using hand held measuring equipment to ensure noise levels remain within acceptable guideline levels. In the event that noise levels exceed guidelines, the contractor will implement mitigation measures to limit any noise disturbance to local residents.

The selection of the construction methods and plant has been made with reference to minimizing levels of ground transmitted vibration so it is not envisaged that it will be necessary to continually monitor vibration specifically.

The site manager will be responsible for the control and management of dust at the site. Site management will ensure that all personnel on site are adequately trained to implement dust mitigation measures.

In the event of a breach of the trigger action level, or a dust nuisance is caused to a nearby sensitive receptor and a complaint is received, then the following action plan will be implemented:

a) Upon receipt of a complaint the site manager will be immediately notified who will then make a written record.
b) The site manager will carry out a walkover and inspection to identify the source of dust which may have caused the breach or complaint. If the complaint relates to previous period of operation, site staff will be consulted to establish the activity that may have caused it.
c) If an activity has been identified as generating unacceptable levels of dust then that activity shall cease until sufficient measures are adopted to prevent or minimize the dust nuisance.

The implementation of the measures will be the responsibility of the site manager and will be recorded along with details of the identified source.
d) An email specifying details of any alert will be sent to LBC air quality officer as soon as practicable following any breach or complaint.

In addition to the monitoring described above, a visual check will be made daily by the site manager, who will ensure that excess levels of dust are not being generated and migrating off-site. Visual checks will be made more frequently during adverse weather conditions (dry with strong winds).

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.

A specific risk assessment with regard to control of dust and emissions has not been undertaken at this stage. It is envisaged that the contractor will undertake this exercise when the method of build has been fully firmed up and the proposed plant selection has taken place. At this time the contractor will be made aware to review the *Camden Supplementary Planning Guidance on the control of Dust and Emissions.* The risk assessment will be undertaken before any works commence on site.

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

Yes confirmed.

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.

Not considered to be a High Risk Site.

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).

No rodents are known to be present on site the owner occupier has reported never seeing any in the house or any of the external areas.

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.

A TLRN Routing Plan has been prepared to show how construction deliveries will access and egress the proposed site in Ravenshaw Street. The route has been devised to offer the shortest possible link from A TLRN / Major Road. Furthermore the route also takes into consideration a nearby school and ensures that construction traffic does not pass adjacent to the main entrance. Dwell times will be agreed with all suppliers and sub contractors at the time of order placement along with issuance of the TLRN Routing Plan and initial information relating to the contractors delivery scheduling system. All of this will contribute to a delivery strategy for the development which will be written into the sub contracts.

See: the response to Q23 and all logistics Plans SL02 P6, SL03 P7, SL04 P18

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).

N/A

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.

No consultation with neighbours has taken place to date. However it is proposed that Mr Chris Taylor as site owner, occupier and developer will brief the immediate neighbours on a one on one basis prior to any work taking place on site. Mr Taylor has lived on the street for over 20 years and has good relationships with local residents, furthermore he intends, if possible, continue to live in the street or very near by whilst the project is under construction. It is therefore very much in his interests to manage neighbourly liaison and ensure the work is carried out as sympathetically as possible.

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.

A formal construction working group is not proposed for this project. Mr Taylor will make personal contact with the immediate neighbours and give out his telephone number.

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".

The site will be registered with the Considerate Constructors Scheme and the approached signage will be displayed on the hoarding. The CLOCS standard will be referred when preparing the delivery strategy for this project and effectively will be written into sub contract orders.

Contractors will also be made aware of the 'Camden Considerate Contractors Manual' at the time of order placement. The main points pertinent to this project will be emphasised at a pre-start site meeting with all sub-contractors.

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.

The contractor will provide a smoking area away in the rear garden away from Ravenshaw Street. Site personnel will not be permitted to loiter outside the main gate on Ravenshaw Street. At all pre-start meetings contractors will be informed of the sensitivity of this residential area and the need to keep disturbance to an absolute minimum.

Bad language, fighting, horseplay including wolf whistling etc. will not be tolerated and will be dealt with by the contractors disciplinary procedures which if necessary will result in exclusion from offending operatives 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.

There are no construction sites either live or in the planning stages which are known about at the time of this report which significantly interface / affect this development.

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.

Details will be available when the contractor is appointed.

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

See all logistics plans and vehicle movement analysis.

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: 06/02/2017

Print Name: MR C S TAYLOR Position: APPLICANT

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