Demolition and Construction Management Plan
FIELD END ROAD, SOUTH RUISLIP

Report June 2023

Planning Ref: 62381/APP/2023/1413

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Document Control Sheet

Rev	Issue Purpose	Author	Checked	Date
	For Comments	Bhavani Kumar		June 2023

1. Introduction

1.1.1. Kannan Property Development Limited have produced a Construction and Logistic Management Plan (CLMP) for the proposed development Addison, Field End Road, South Ruislip.

1.1.2. The scheme is located in the London Borough of Hillingdon planning reference 62381/APP/2023/1413.

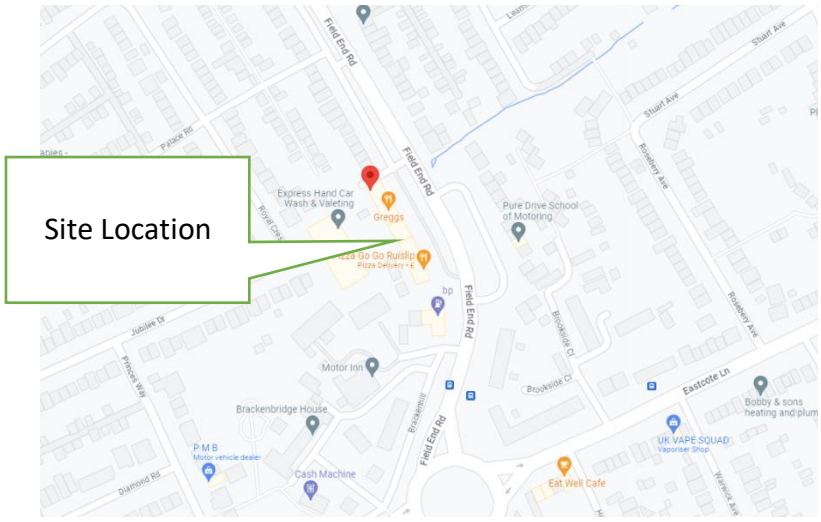
1.1.3. The objective of this detailed CLMP is to identify and address the requirements of the various project stakeholders, through reducing the negative transport effects of construction work on local communities, users of the public highway, businesses, and the environment. The CLMP will investigate how to overcome these issues that may arise as a result of the construction work of the project.

1.1.4. The proposed development will consist of a new build construction project to form one commercial storage block and one three-storey block of 9nr apartments.

1.2. Site Overview

1.2.1. The site is located on the west side of Field End Road, Ruislip, at the rear of 702 to 704 Field End Road (a three-storey mixed-use building with retail uses at ground floor and residential units above), approximately 100m north of the junction with Victoria Road and Eastcote Lane. Site plan, showing the location of the site is shown in Figure 1.2.

Figure 1.2: Site Location Plan



1.2.2 The local areas to the North, East and West consist of low-density residential properties dating from the 1930s, with semi-detached two and three storey properties, all with gardens.

2. Site Information

2.1 Existing Site

2.1.1 The proposal is for demolition of the existing industrial units and re-development of the site to provide a 3-storey residential block of 9nr flats providing 458m2, as well as a separate commercial building providing 1,677m2 of B8 Self-Storage.

2.1.2 The new flats will consist of 1-, 2- and 3-bedroom flats (3x3 bed, 2x2 bed, 4x1 bed), set within landscaped grounds. All with associated car parking, cycle storage and refuse collection facilities.

2.1.3 The existing site is non-designated industrial land. The site has been in industrial use for some years and the existing site consists of three units in use as storage (B8), two amalgamated units in use as a car was (SG) and one unit in use as a car dealership (SG).

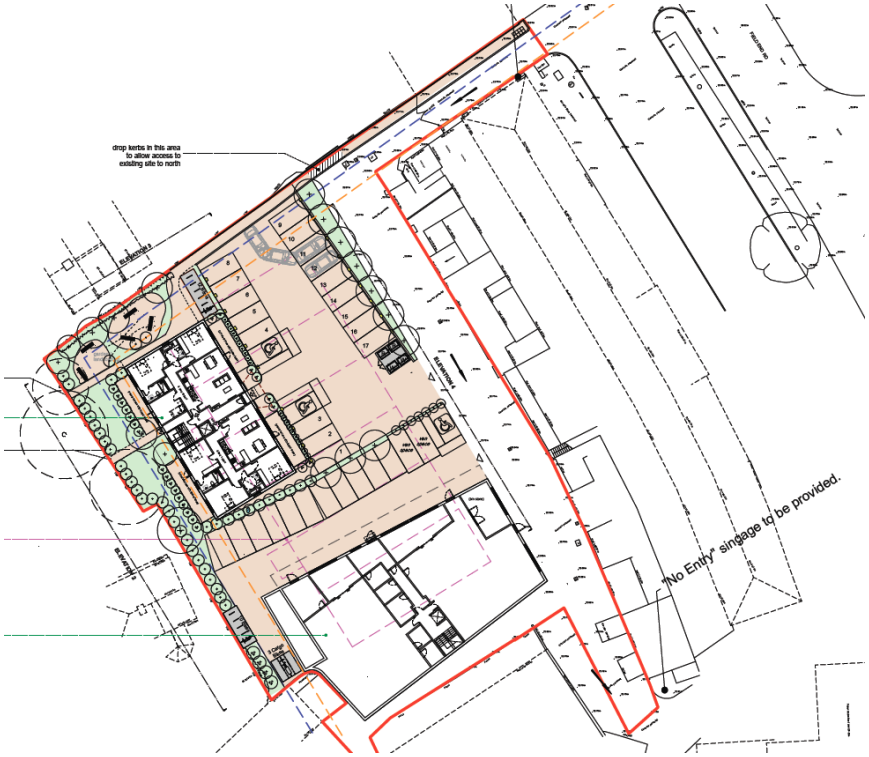
Figure 2.2: Existing Site Photo

2.2 The Proposed Development

2.1.1 The proposal is for demolition of the existing industrial units and re-development of the site to provide a 3-storey residential block of 9nr flats providing 684m2, as well as a separate commercial building providing 1,750m2 of B8 Self-Storage.

2.1.2 The new flats will consist of 1-, 2- and 3-bedroom flats (3x3 bed, 2x2 bed, 4x1 bed), set within landscaped grounds. All with associated car parking, cycle storage and refuse collection facilities.

Figure 2.3 Proposed Site Plan of the Development.



2.3 Site Transport Network and Parking Constraints

The road transport network throughout this area is predominantly residential suburban area comprising a network of crossing arterial roads linking south to the A40, serving central London. Field End Road is one of these main artery roads running north to south.

2.3.1 The site is off the main road, and as the accessibility of the site is poor, attention will be given to providing pedestrian access across the site, separate from vehicle access.

3 Construction Details and Method Statement

3.1 Works Program

3.1.1 The proposed demolition works will commence in summer 2023.

3.1.2 A detailed construction plan and program are in the process of being finalised, however the indicative outline of the proposed time frames for the development is third quarter 2024.

3.2 Hours of Site Operation

3.2.1 Hours of work across the Site, including hours of delivery, will be the following, unless agreed with the Local Authority in advance:

Monday- Friday 08.00 – 17.30 hrs.

and - Saturday 08.00 – 13.00 hrs.

3.2.2 No work will take place on Sundays and Bank Holidays. Work outside these hours is expressly prohibited, without prior agreement from the Local Authority.

3.2.3 All operators of construction vehicles visiting site will be made aware of these hours and the booking & scheduling system in order to prevent any nuisance issues for the local community. Where possible, delivery lorry arrivals will not be made before 8am on weekdays and not before 8am on Saturdays. NO vehicles will be off-loaded outside of the main site hours.

3.2.4 Any work to be carried outside of these hours will have prior authorisation from the Local Authority.

3.3 Proposed Construction Methodology Site set up

3.3.1 The development will begin with the setup of the site; this includes the construction of timber hoarding (2.4 m high) that encloses the site boundary, no sections of hoarding will impact site surrounding footways. The hoarding section will be 48m along the boundary of the site. Access to the site will be through the double hoarding gates from Field End Road.

3.3.2 The primary purpose of the hoardings will be to prevent unauthorised/unsafe access to the construction site. The hoarding will also provide a clear and secure demarcation between operational activities and other areas and provide information regarding the Proposed Development and its progress. Particular attention will be paid to locations supporting high volumes of pedestrian movement (i.e. Field End Road), demolition and construction routes, access gates and security arrangements.

3.3.3 Initial site setup will also include the following:

- Install all temporary works as indicated discussed and agreed with contract manager & supervisor.
- Ensure that all safety harnesses have been put on and that they have been inspected as correct for use.
- Ensure dust suppression is operating as necessary.

3.3.4. The main compound will comprise of construction site offices, welfare, material storage, site loading and unloading, wheel washing facilities and waste management facilities.

3.3.5. No parking suspension on any surrounding access road

3.4 Demolition

3.4.1 Demolition will commence with stripping and removal of the main roof. This will be followed by the hard demolition works, the method of which will be carried out using hand breakers accessed from scaffolding.

3.4.2. Scaffolding will be erected to the perimeter of the building with debris netting at the working platforms for protection of the areas from falling debris and control of dust. Dust control will be considered.

3.4.3. The work will start from the roof hand removing /steel purlins. This will be by using hand tools, hammers, crow bars, small electrical type breakers to free or remove the timbers/purlins.

3.4.4. The materials will be removed manually using small breakers accessing from the scaffolding or moved across the levels and through a chute set up internally in the building.

3.4.5. The waste will then be manually cleared down the chute to an area on the ground floor when an excavator will remove the materials. The area will be kept clear of personnel when this activity is taking place.

3.4.6 Where possible, demolished materials that can be recycled or reused will be sorted on site before being sent to a recycling centre. The concrete slab will be removed for off-site processing and recycling.

3.4.7 At the end of each day the work area is to be left in a clean, safe, and presentable manner as agreed with the site manager.

3.8 Commissioning and Building Handover

3.8.1 As each of the systems is completed throughout the building, it will be tested in accordance with the mandatory specifications and codes. On completion of all works the buildings and systems shall be subjected to statutory inspections and testing before finally being handed over and occupied by the Client. A safety file is to be provided for the client for use by any maintenance operatives

3.9 Significant Hazards During Demolition and Construction Phases

3.9.1 A review has been undertaken of the potential sources of adverse impacts associated with the construction works. The results of this have been presented in Table 3.1.

Table 3.9: Potential Environmental Impacts

Issue	Potential Impacts
Dust/Air Quality	Wind-blown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plan delivering and removing materials including dust and particulates
Ecology	Water/mud runoff into drains
Energy Usage	Indirect impacts associated with energy consumption such as CO^2 emissions, depletion of natural resources, air pollution et
Fuel & construction materials storage	Accidental spills, discharges to drains/storm water systems, contamination to ground
Hazardous materials and contaminated land	Exposure of the work force to deleterious/hazardous material and contaminated land, mobilisation of any source contaminants and creation of pathway from source to groundwater receptor.
Noise	Increase noise levels from plant during general construction works (e.g. from the use of air compressors and diamond cutters) on-site
Site & surroundings pedestrian access	Restrictions on pedestrian access to walkways, footpaths, and roads
Traffic	Traffic congestion caused by the site traffic. Increased vehicle movements mainly consisting of HGV's. Transfer of mud and material from vehicles onto the public highway. Disruption from abnormal loads. Exhaust emissions.
Waste	Waste generation which will be controlled through the SWMP (Site waste management plan).
Water and Water Usage	Increased sediment loadings to storm water system. Potentially contaminated storm water runoff. Natural resources depletion
Vibration	Increased vibration levels form vehicles. Increased vibration levels from plant during general construction works.

3.10 Injury from falling materials

3.10.1 Hazard:

Workers and passers-by can be injured by the by flying debris.

3.10.2 Control Measure:

Implement a safe system of work that keeps people as far as possible from the risks. This will include:

- establishing exclusion zones and hard-hat areas, clearly marked and with barriers - & signs as necessary
- ensure that no materials are stored upon scaffolding - Ensure work is cleaned regularly as work progresses.
- training and supervising site workers

3.10.3 Uncontrolled collapse

3.10.4 Hazard:

Workers and passers-by can be injured by the premature and uncontrolled collapse of structures.

3.11.1 Control measure:

Inspect structure, design and install temporary works, plan/sequence works to ensure that risk of uncontrolled collapse managed as all stages of the task. A safe system of work is one that keeps people as far as possible from the risks. This will include:

3.11.2 The structural survey should consider:
- the age of the structure
- its previous use
- the type of construction
- nearby buildings or structures
- the weight of removed material or machinery on floors above ground level

3.11.3 Following the survey, a temporary works package is designed by The Temporary Structures Coordinator and structural engineer for implementation prior to works beginning.

3.12 Risks from connected services

3.12.1 Hazards:

Gas, Electricity, Water and Telecommunications services.

3.12.2 Control measures:

These shall all be isolated or disconnected before demolition work begins.

3.13 Hazardous materials

3.13.1 Hazardous materials that need to be considered include dust & cementitious asbestos sheeting & respirable crystalline silica.

3.13.2 Control measures:

Ensure that any asbestos containing material is identified and removed by an accredited/competent contractor before the main demolition works commence. Ensure that safety glasses and respiratory protection is worn by work operatives, use dust suppression methods, including water spray & containment (with hoardings) and separate site workers and pedestrian and those in neighbouring properties from risk of exposure to hazards.

3.14 Falls from height

3.14 .1 Hazard;

During construction, workers can be injured falling from edges, through partially constructed walls/floors.

3.14.2 Control Measure:

Contractor to assess, eliminate and control the risks of falls from height. Install access scaffolding, all construction operatives to receive task specific induction & instruction on tasks and to wear safety harness while working near to partially constructed wall/floor edges. Safety harness to be attached to access scaffolding handrail/standard junction.

3.15 Noise and vibration

3.15.1 Hazards: - Loud Noise on Demolition Site

Frequent exposure to loud noise can permanently damage a person's hearing. Noise can also create a safety risk if it makes it difficult for workers to communicate effectively or stops them hearing warning signals. Vibrating hand tools used in demolition can cause hand arm vibration syndrome (HAVS). Workers exposure to vibration needs to be managed and reduced as far as possible.

3.15.2 Control measures:

Ensure that operatives wear suitable ear protection, provide dampened hand tools where possible, workers exposure to vibration needs to be managed and reduced as far as

possible, rotate work tasks within team, regularly monitor task and review method of working.

3.12 Noise Regulations

The Control of Noise at Work Regulations came into force for Great Britain on 6 April 2006. Their aim is to ensure that workers' hearing is protected from excessive noise at their place of work. The site manager will ensure that all site workers comply with these regulations.

3.12.2 Hazards: - Noise from Demolition site

Loud noises can cause distraction and nuisance to be neighbouring properties

3.12.3 Control Measures:

Working hours shall be strictly enforced. Wherever practicable noisy tasks shall be carried out between 9am-3pm on Monday-Friday. All plant and machinery shall be turned off when not in use. Where practicable equipment and tools shall be dampened.

3.12.4 Regulation

Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

3.13 Worker involvement

Everyone involved will be inducted on specific task requirements identifying significant hazards and what the correct control measures required to reduce the level of risk to within acceptable limits are. All necessary training, instruction & information shall be provided as required.

3.14 Mitigation Measures

The limited space available on site, along with the impacts from the construction works, restricted access and the combined potential nuisance factors of noise, dust and vibration, has resulted in a number of mitigation methods to be imposed on the site and surrounding environment.

3.19 Management of Trade Contractors

3.19.1 Individual contractors (e.g. for waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of ‘good working practice’ as outlined in the statutory requirements.

3.20 Public Relations

3.20.1 The site manager will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number prior to the start of construction. The site will either be controlled by the site manager or an appointed person. A letter drop to residents will be carried out at the beginning of the project, informing them of the development and schedules including any potentially noisy operations.

3.21 Construction Vehicle Management

3.21.1 Parking is permitted on site in the parking area for work vans only, containing 5 or more people. All contractors and site labour force will be required to access the site via public transport. Parking on public roads will not be allowed. This message will be reinforced through the induction process when contractors first commence their works on site.

3.22 Deliveries and Collections

3.22.1 All deliveries will be carried out from lay-by outside the site on Cowley Road. The site entrance will be clearly identified, and deliveries will arrive at a designated time window. A record of the deliveries will be made in the daily dairy filled out by the Site Manger.

3.23 Road Cleanliness

3.23.1 To minimise site-generated material / mud on roads, vehicles and equipment leaving site will have axles and wheels washed down at an area close to the exit onto Field End Road. This will be by a jet washing method using catch pits to collect containments and silt arising. The site levels in this area will be lower than the public highway to prevent any site generated water being discharged onto the roads.

3.23.2 Site operatives shall sweep/clear any debris brought onto the pedestrian walkway and carriageway from the site daily and as it is required throughout the day. This is to keep the roadway system and the public highway immediately adjacent to the Site clean, and to prevent nuisance or hazards to other highway users and/or the Developer. Collected debris will be disposed of at a licensed waste disposal facility.

3.23.3 A road sweeper will keep the surrounding roads clean on days of heavy rain or usage.

3.24 Dust Suppression

3.24.1 In areas where dust production is likely a hose and brush will be used to suppress dust spread. The works will be undertaken during the winter months; however, dust may still need to be suppressed. In the unlikely event of a hose pipe ban during the works, the

water supply would be maintained for the dust suppression by refillable bowsers with the potential for importing water if necessary.

3.25 Pedestrian and Traffic Movements

3.25.1 The site entrance is off Cowley Road. To limit the potential of incidents between other traffic pedestrians / local residents it is proposed to clearly identify the site entrance. The site gates will be kept closed at all other times to prevent unauthorised vehicles attempting to enter the site.

3.25.2 Special arrangements and prior agreement with the Developer or the Site Manager, in consultation with LBHF, will be required for the routing and timing of any abnormal and large loads to or from Site.

3.26 Dust & Air Pollution Management Controls

3.26.1 The Mayor of London's Best Practice Guidance on the control of dust and emissions from demolition and construction sites will be adhered to throughout the construction works on-site. The measures adopted will be consistent with this Guidance and proportionate to the risk of dust nuisance in individual cases and will therefore be more stringent where construction activities are closer to sensitive receptors.

3.26.2 Contractors will implement all necessary management and Best Practicable Means (BPM) to reduce levels of dust emissions from the Site. Site specific control measures will include:

- Notifying the Developer well in advance when activities are planned adjacent to neighbouring residential properties to allow the Developer to assess the risks and advise on the baseline monitoring required;
- planning and controlling the orientation, shape and locations of stockpiles to minimise the risk of dust raising through e.g. wind action, handling operations and transferring material onto stockpiles;
- stabilising surfaces of long-term stockpiles in accordance with agreed method statements;
- maintaining all haul and access roads and hard standings to minimise dust generation;
- using bowsers during dry periods to wet haul and access roads;
- considering temporary surfacing where haul routes run over materials with a high dust raising potential that cannot be satisfactorily controlled by watering or other methods, if deemed appropriate by the Developer or LBHF;
- spraying of water mist where particularly dusty works are proposed;

- sheeting vehicles transporting materials capable of generating dust, to and from the Site, on each journey to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears;
- enforcing a maximum speed of 4 miles per hour over all unmade surfaces. Reductions to this speed limit may be applied at the discretion of the contractor or the Developer where dust problems dictate;
- ensuring that all vehicles leaving the Site pass through the wheel wash facility located at site exits;
- prohibiting burning of wastes or unwanted materials on-site;
- using, where appropriate, electrically powered plant instead of petrol or diesel;
- directing vehicle exhausts vertically upwards where possible, and directing away from the ground at minimum;
- locating/siting stationery plant as far as possible from inhabited buildings;
- covering any storage areas that are not enclosed;
- avoiding prolonged storage of debris on-site;
- erecting a barrier around dusty activities or around the Site boundary;
- not leaving vehicle engines, plant and equipment running for long periods when not directly in use, as far as possible; and
- properly maintaining fixed and mobile plant generating exhaust gases in accordance with manufacturers' requirements.

3.27 Noise Management Controls

3.27.1 Contractors will be required to ensure that works are carried out in accordance with best practicable means as stipulated in the Control of Pollution Act 1974 and Code of Practice BS 5228:2009. A full explanation of measures to control construction noise has been detailed in all construction method statement.

- To minimise effects due to noise, site-specific best practice measures will be implemented by the Contractor/s. The following mitigation measures will be employed at the Site:
- Limiting activities that may give rise to the highest noise levels, as well as HGV deliveries to the Site to the hours 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays;
- Implementing traffic management systems at the entrances to the Site at all times to control the traffic into the Site;
- Maintaining the 2.4 m high hoarding around the boundary of each development plot and the construction compound to screen noise from low level sources and/or street level receptors;
- Restricting night-time working to exceptional circumstances;
- Substituting noisy plant with quieter alternatives;
- Planning all mass concreting operations for weekends whenever possible;

- Providing enclosures and barriers around noisy plant;
- Operating plant at low speeds where possible and incorporating automatic low speed idling;
- Undertaking breaking out of concrete structures, where possible, using low noise impact methods including using bursting and splitting rather than percussive breaking;
- Using 'silenced' plant and equipment wherever possible and maintaining plant on a regular basis.
- Selecting electrically driven equipment where possible in preference to internal combustion powered; hydraulic power in preference to pneumatic; and wheeled in lieu of tracked plant.
- Temporarily screening or enclosing static noisy plant to reduce noise emissions and certifying plant to meet relevant standards
- Using appropriate piling techniques and consulting with residents as required.
- Carefully using and siting of noisy plant
- Maintaining plant regularly to minimise increase in noise with age and use'
- Switching off vehicle engines where vehicles are standing for an extended period.
- Minimising disturbance from reversing beepers through measures such as site layout, provision of screening or use of broadband sound emitting reversing alarms.
- Implementing noise monitoring to accord with maximum levels set out in the ES
- Lowering materials whenever practicable rather than dropping; and
- Making all contractors familiar with the guidance in BS 5228 and BS 7385 which will form a pre-requisite of their appointment.
- Equipping all vehicles, compressors and plant with effective silencers and noise reducing insulation in accordance with BS5228: 2009 Part 1;
- Implementing noise monitoring.
- Obtaining prior approval for any deviation from approved method statements from the Contractor; and
- Investigating noise complaints and informing the Contractor immediately.

3.27.2 Specific noisy operations involving earthmoving equipment and the timing of such operations will be considered on a case-by-case basis and appropriate measures agreed between LBHF and the Developer.

3.27.3 Should any non-routine activities be identified that will make it impracticable to work to the target criterion, provisions will be set out in advance and with the agreement of LBHF, to reduce any potential impact. For any proposed construction works to be undertaken outside of the permitted working day, particularly at night, prior consent will be sought from LBH.

3.28 Vibration Management Controls

3.28.1 Site construction measures will be designed and planned to avoid the generation of vibration, or where vibration is unavoidable, to control vibration at source. Any piling, which tends to be the greatest source of ground-borne vibrations, will use techniques that minimise vibration and noise.

3.28.2 As is the case for noise, contractors will be required to ensure that works are carried out in accordance with BPM as stipulated in the Control of Pollution Act 1974. Mitigation measures will likely include the following, where possible:

- Using continuous flight auger techniques or similar where appropriate.
- Undertaking compaction via vibrating rollers wherever possible.
- Replacing plant and/or work methods producing significant levels of vibration by less intrusive plant or techniques.
- Locating stationary plant, such as generators, pumps and compressors away from sensitive receivers and installed on resilient mountings.
- Locating vibrating equipment as far from sensitive receptors as possible.
- Certifying plant to meet any relevant EC Directive standards.
- Undertaking awareness training for all contractors in regard to BS 5228 (Parts 1 and 2) which will form a prerequisite of their appointment; and
- Maintaining a mitigation plan, to include justification for sitting of plant, types of plant selected, periods of use, working hours, access points, schedule of works likely to cause complaints (if not pre-notified), as and when required.

3.28.3 For any proposed construction works to be undertaken outside of the permitted working day, particularly at night, prior consent will be sought from LBHF. Should any non-routine activities be identified that will make it impracticable to work to the target criterion, provisions will be set out in advance and agreed with LBHF, in order to minimise any potential impacts.

3.29 Contaminated Land

3.29.1 No noted contaminated land

3.29.2 If any or all the above have been discovered, stop work immediately, identify the potentially contaminated area and prevent access. Contact the site environmental advisor who will carry out further investigation. Do not move the material until formally told by EPS Ltd. (Please see attached method statements within Appendix B)

3.29.3 Contaminated materials shall either contained on site or removed from site to ensure the risk of spreading the contamination. Excavated contaminated ground must be disposed of

appropriately (either as active or hazardous waste depending on level of contamination), and relevant documents completed and retained.

4 Resource and Waste Management

4.1. Waste Minimisation

4.1.1 The following principles will inform the approach to waste management during the construction works:

- Legal compliance with the appropriate legislation and regulations, including:
- Environmental Protection Act 1990.
- Environmental Permitting (England and Wales) (Amendment) Regulations 2012
- Waste (England and Wales) (Amendment) Regulations 2012.
- Controlled Waste (England and Wales) (Amendment) Regulations 2012;
- Hazardous Waste (England and Wales) Regulations 2005.
- Hazardous Waste (England and Wales) (Amendment) Regulations 2009;
- List of Wastes (England) Regulations 2005; and - Duty of Care Code of Practice.
- Re-use of demolition materials and excavation surplus materials arising elsewhere within the Site (subject to approval and material suitability); and
- On-site segregation and recycling of wastes.

4.1.2 It is proposed that waste will be segregated and stored for collection on-site using a series of colour coded skips and potentially equipped with compactors to take different materials. Additionally, colour coded wheelie bins will be placed at appropriate locations for each material type for manual loading. These bins will be transferred by trolleys to the relevant skip storage location.

4.1.3. As the Proposed Development progresses and space becomes more limited, segregation and storage of waste on-site will become more challenging. As such, it is envisaged that waste will be removed by lorry at the end of the working shift and taken to a local transfer station for sorting. The burning of wastes on-site will be strictly prohibited.

4.1.4 In addition, the following waste management measures will be followed within the construction materials supply chain:

- Avoiding over-ordering of materials.
- Determining when and where materials are required and requesting 'just in time' deliveries.
- Minimising the time between delivery and installation and hence the risk of damage and waste.
- Selecting products with minimal packaging and requiring suppliers to use returnable transit packaging (e.g. return of storage pallets) where possible.
- Where possible and appropriate to do so, using prefabrication off-site.

- Having appropriate storage areas ready - these should be covered to protect against rain and ideally have a hard-standing surface.
- Determining where special handling is required;
- Securing the Site to avoid theft and vandalism; and
- Ensuring good on-site segregation of wastes.

4.2 Initial Waste Management Proposals

4.2.1 Skip providers will transport skips to transfer station for further sorting and recycling.

4.2.2.A copy of the site waste management plan will be displayed in the site office (at all times) for reference.

4.2.3. Subcontract orders will have a clause added to advise the sub-contractor that they must 'take all reasonable steps to handle materials efficiently and manage waste materials.

4.3 Estimated Quantities of Waste to be Produced

4.3.1 The wastes typically being produced during the project will vary through the project programme. As part of the development Waste Management Process a pre-award period assessment of the types of waste likely to be generated for the project is shown in the table below. Approximate volumes of wastes expected are not shown here.

4.3.2 At the demolition and early structural stages of a project the majority of wastes will be inert, soil, metal and concrete. As the project progresses and envelope and fit-out finishing works start, the wastes will become lighter but bulkier, with an increase in plasterboard, plastics, polythene and other packaging.

4.3.3 Although the table below indicates typical wastes for certain packages on the project, there may be occasions when certain works packages will produce wastes either not shown in the table or wastes which have been left blank. Subcontractors managing their own waste for any given package are not limited just to managing the specific wastes types shown in the table below.

4.3.4 The handling and collection procedures for wastes at certain periods in the contract are outlined in this document.

Table 4.4

Expected wastes streams for each stage of the development.

	Inert	Concrete	Mixed	Metal	Timber	Plasterboard	Plastic	Polythene	Packaging	Insulation	Ceramics	Flat glass	Cable wiring	Vegetation	Office	Canteen
Demolition	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X
Drainage	X				X		X		X						X	X
Envelope			X	X	X		X	X	X						X	X
Glazing			X		X			X				X			X	X
Roofing			X	X	X		X	X	X	X					X	X
M&E			X				X	X	X				X		X	X
Fit out			X	X	X	X	X	X	X	X	X				X	X
Hard landscape	X	X	X	X	X		X	X	X						X	X
Soft landscape	X		X				X		X					X	X	X

4.4 Material Storage

4.4.1 The material storage areas will be developed as the work progresses, with the majority of storage area located in the Ground floor external area. All materials will be stored on site and stacked safely to avoid collapse of packs or materials becoming damaged. The materials will be stacked in such a way so that the mechanical equipment can easily pick up the pallet or item to be transferred. There must be adequate space around the stored goods so that operatives can carry out their works safely.

4.5 Site Waste

4.5.1. A central waste station area will be located near the storage compound at the north of the site; the proposed location will be shown on a copy of the site plan which will be displayed in the site office. This will be the point where all development and subcontractor waste must be taken to. It will have a concreted base and contain colour coded skips/bins (as outlined below) for the collection of segregated waste.

4.5.2 All skips provided by will: (1) prevent spillages or leakages, (2) be corrosive resistant (to weather elements), (3) prevent materials from being blown away and (4) will prevent savaging from animals. The canteen skip will be enclosed.

4.5.3 Where appropriate the storage of materials onsite for potential reuse will be at locations agreed by the development. Materials likely to be stored include waste

timbers, pallets, cable drums and metals. The contractor will allocate space appropriately for the stockpiled areas. If no reuse of the reclaimed materials occurs, the contractor will dispose of the reclaimed materials to a suitable end market off-site and may require the suspension of stockpiling of such materials.

4.6 Consolidation, re-timed trips and off-site fabrication

4.6.1 All suppliers will be encouraged to use a consolidation centre to help reduce the number of deliveries to site. Consolidations centres also help to mitigate the developments impact through the following points:

- Cutting the number of road miles and fuel costs of deliveries/collections, particularly during later phases of construction.
- They can be used for off-site prefabrication of materials and quality control inspections, reducing programme delays caused by faulty or damaged parts delivered to site.
- Fewer materials are required to be stored on-site at any particular point, which reduces the likelihood of damage and theft.
- Provides a 'storage buffer' for long lead-time items.

5. Access Arrangements and Logistics Plan

5.1 Access Arrangements for Vehicles

5.1.1. The Site Setup layout will include: a site compound in the west of the site where, the majority of the deliveries will take place and also includes a delivery management cabin; The Ground floor external area will be used for storage, welfare and a site office.

Site location and setup plan, showing the allocated areas of the site, delivery points and surrounding access roads.

5.1.2. Parking is permitted on site.

5.1.3 Deliveries to the site will be up to the order of 3 to 4 deliveries per day; however, this will vary on the stage of the development. The typical type of vehicles making the majorly of the day to day deliveries to the site will be vans, measuring in the region of 4.1m by 1.7m. Large deliveries/collections will typical be carried out by concrete and muck away lorries during sub- structure & main structure works, then Flatbed lorries for all other deliveries, measuring no greater than 16.5m by 2.55m. Vehicles making deliveries to the Site or removing spoil or demolition material will travel via designated routes which will be agreed with the Highways Authority or TFL as required.

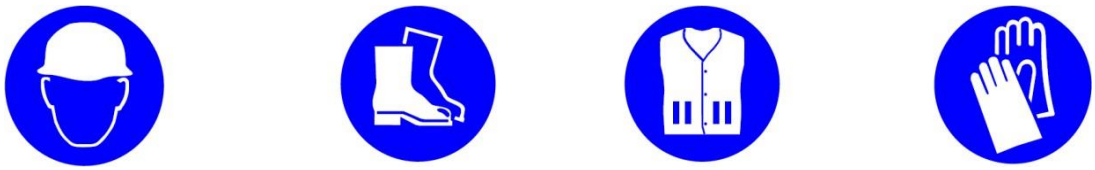
5.1.4 All deliveries and traffic entering and exiting the Site will be controlled by the Site Manager or by the developer in consultation with the Site Manager. Contractors will

be required to maintain clear and safe pedestrian access to all resident properties along Cowley Road, and maintain existing easements, access and egress.

5.1.5 Contractors will co-ordinate all deliveries and collections to/from the Site, and ensure that as far as possible:

- All delivery and collection vehicles are aware of the approved routing.
- Haulers notify relevant authorities prior to deliveries or collections in accordance with the
  Road Vehicles (Authorisation of Special Types) (General) Order 2003 if required.
- Occupants of adjacent buildings are consulted to avoid delays to service deliveries due to construction vehicles; and
- Deliveries are made on a 'just-in-time' basis.

5.1.6 All delivery drivers must report to the Site Office, and when on site must wear safety helmet, safety footwear and hi-visibility clothing. **Deliveries shall be refused if drivers do not conform.**



5.1.7 All deliveries will be made to the designated areas for the Site. No waiting will be permitted on site. It is not acceptable for vehicles to arrive at site early and wait in potentially dangerous or unsuitable locations that may cause damage, hazardous obstructions and/or congestion. Nor is it acceptable for vehicles arriving early to circulate and contribute to local congestion and pollution. If vehicles are unable to wait on site, then they must be turned away and not wait on adjacent public highway.

5.1.8 All access routes and internal haul routes for Site traffic will be clearly signed at changes of direction. Areas for vehicle storage, deliveries, and parking will also be identified.

5.1.9 All contractors will access the site via public transport methods. A van allocated carpark for 5 or more occupants will be provided in the estate's roads. No parking on the public highway will be permitted.

5.2 Proposed Vehicle Routes

5.2.1 All deliveries will access the site through Field End Road.

5.2.2 Larger vehicle movements will be scheduled to avoid peak hours on the local road network if at all possible. If an alternative construction traffic route is required, this will first be agreed with LBH.

5.2.3 All deliveries will be managed and controlled by the Site Manager or by the developer in consultation with the Site Manager, with qualified marshals on the footpath, to raise awareness of the delivery and to mitigate any safety risk to passing predations. Banks man and staff will also be provided to deal with backing lorries; therefore, deliveries are not anticipated to cause high level of disruption to local residents and other road users.

5.2.4 All delivery and collection routes from main suppliers and waste facilities will be planned using the transport for London's free freight journey planner tool, found on their website under the freight section (http://www.freightjourneyplanner.co.uk/). This is to make drivers aware of the available routes to and from the site that will result in the least traffic disruption to the transport network.

5.3 Traffic Management

5.3.1 Operators at the site will be committed to best practice, demonstrated by membership of TfL's Freight Operator Recognition Scheme (FORS). FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety.

5.3.2 Main contractors to the development must also show they and their suppliers are committed to safer and more efficient ways or working on site. TfL recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Bronze accreditation as a minimum standard.

5.3.3 All staff and supply chain personnel will comply with the local traffic management regulations and parking restrictions.

5.3.4 The contractor will consult on a regular basis with the Highway Authority and TFL to review traffic management details of the development. Traffic management arrangements need to be flexible so they can adapt to needs on-site and to local concerns. Any changes or actions will be promptly communicated by the developer to contractors and vice versa.

5.4.5 Contractors will be required to regularly maintain plant and equipment in accordance with manufacturers' specifications. Copies of vehicle maintenance records will be maintained in a designated file and made available to the developer and/or LBH on request;

5.4.6 All plant on site over 37kW will be NRMM stage IIIB compliant and on the on-site register;

5.4.7 On-site routes will be restricted to a maximum speed limit of 10 mph. The Developer will impose a lower speed limit of 4 mph for all vehicles travelling over unmade ground, to minimise the likelihood of dust rising. These speed limits apply to all vehicles at all times;

5.4.8 External signage, providing information to the public in respect of health and safety, restricted access, and traffic diversions (if necessary) will be provided at the site entrances and at points along the site boundary.

5.4.9 All drivers must be fully trained, have read through the local access routes, and have a copy of the access route map. Drivers must be aware of other road users, and in particular vulnerable road users, while driving to and from the site. This includes pedestrians (especially children and older people), cyclists and motorcyclists.

5.4.10 The London Low Emission Zone (LEZ) sets a 'baseline' standard, with vehicles failing to meet this having pay a fee to enter the zone. Therefore, meeting the LEZ standard will be expected as a minimum of the developer or main contractor for site vehicles. This will help to minimise the local air pollution as a result of the development.

5.4.11 The entrance gate will be kept locked shut when not in use. The gate will be manned by a gateman / security during working hours. Gate control will include;

- Provision of a two-way radio and mobile phone, such that they can liaise with site staff, 'banksman' and incoming delivery drivers.
- A traffic marshal to manage manoeuvring vehicles onto site
- A site 'banksman' – to direct the deliveries from the entrance to the point of off-loading
- Contact with and control of incoming delivery drivers. Able to hold deliveries at holding points and lay-byes locally.
- Management and control of daily agreed schedule of vehicle movements
- Clear instructions will be given to all lorry drivers as part of the official orders. Any non- authorised or un-scheduled deliveries will be turned away.
- The gateman and security guards unique phone number will be given as the sole point of contact for incoming deliveries, along with clear instructions and the site rules.

5.4.12 All drivers and pedestrians entering a site need to be informed of these site transport hazards and relevant site rules, including the correct traffic routes to use. The amount and detail of information given needs to reflect the assessment of site hazards. Information will be provided by: - Verbal instructions on arrival at site

- Site induction
- Issue of site maps to drivers
- Giving site-specific delivery instructions when ordering materials from suppliers
- Displaying maps and gate numbers at entrance site points and elsewhere on site

- All P7 Construction supplier orders have statements on PPE to be worn and safe unloading requirements.

5.4.13 Any changes made to site traffic routes need to be communicated to site workers and visiting drivers. Workers, and their safety representatives, should be consulted on any changes that may significantly affect their health and safety.

5.5 Use of alternative modes of transport

5.5.1 Opportunities to use alternative modes of transport for deliveries/collections will be utilised where possible. These could include using electric vehicles for the last mile, water and rail freight, particularly for bulk movement of raw materials, at any point during the supply chain.

6. Monitoring, Compliance, Reporting and Review

6.1 The CLMP Coordinator and Site Monitoring

6.1.1 The CLMP coordinator has provisionally been Kannan Property Development Limited they will take responsibility for the day-to-day management of the CLMP and is the first point of contact for site issues. The CLMP coordinator will help the development run smoothly by making sure each construction stage complies with the CLMP. It is also the coordinator's role to oversee the effectiveness of the CLMP and prepare regular updates to the planning authority when asked.

6.1.2 The CLMP coordinator is to be responding to any questions or queries about the development and any mitigation measures that will be put in place to resolve traffic, noise and dust issues connected with the construction work. This may include:

- Undertake monitoring in order to demonstrate compliance with occupational exposure standards for their employees as detailed in the Control of Substances Hazardous to Health (COSHH) Regulations 2002.
- Remind subcontractors about designated routes to and from the site;
- Check vehicles arriving at site to make sure they meet the contractor's safety requirements and - Manage the delivery booking and scheduling tool that records deliveries.

6.1.3 All Material entering or leaving the site will be monitored; recording details that will include the point of origin or destination, and estimated quantities. The materials that are to be record will include, but is not limited to the following:

- Aggregates.
- Steel and fabrication.
- Mechanical and Electric (M&E);
- Glazing.

- Finishing products.
- Modes of transport.

6.1.4 This information it to help people understand the vehicle movements that are required at the site. Consolidation of deliveries and waste movements will be encouraged as part of the development, to minimise traffic disruption and lane closures. Consolidation is to be achieved through contractors selecting materials / goods from the same source, where possible, thus combining materials into one single delivery, as opposed to a number of vehicles delivering goods from different sources. The selected contractor should actively seek and investigate ways of consolidating deliveries to reduce the total number of vehicle deliveries at the site.

6.2 CLMP Compliance

6.2.1 The TFL's Work Related Road Risk (WRRR) Requirements will be followed by all fleet operators where possible to do so. This is to help encourage the highest standard of road safety during the development.

6.2.2 Vehicles more than 3.5 tons at construction sites have the following fitted as standard:

- Side guards
- Close-proximity sensors and warning alarms
- Rear cyclist warning signs and, where a Fresnel lens is not effective, CCTV. (Note that for those vehicles under 3.5 tons, only cyclist warning signs are required)

6.2.3 All drivers must have their driving licence checked by the DVLA. They must also complete a driver safety training course such as Safe Urban Driving or similar.

6.2.4 TfL also requires collision reporting.

6.2.5 All traffic will report to either The Site Office or The Delivery Management Cabin, which will be staffed during normal working hours. Banksmen will be available to facilitate large vehicle movements into and around the Site as required.

6.2.6 The Site Manager and Environmental Coordinator will conduct regular inspections to ensure adequate implementation of control measures, in particular with relation to the presence of signage, use of wheel wash facility and inspections of plant.

6.2.7 Explaining and marketing the CLMP to the supply chain, local community, residents and businesses is essential to raise awareness and show the developer's commitment to using safe and efficient construction vehicle practices. This CLMP will therefore be made accessible to all parts of the supply chain involved in the development.

6.2.8 To ensure the working practices agreed in this CLMP are to be followed by the main contractors, subcontractors and suppliers, developers are encouraged to include this CLMP as an annex to a contract.

7. Community Liaison

A neighbourhood consultation process should have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision-making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

8. Consultation

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

Evidence of who was consulted, how the consultation was conducted, and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.
In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs, then we would recommend contacting the relevant neighbouring planning authority.

Contractor Introduction

Dear Neighbour

We are the contractor working at the site to the rear of 702 and 704 Field End Road, and we would like to introduce ourselves prior to our being on site.

We are currently expected to start preparation works during summer 2023 and our anticipated programme length is 12 months.

The scope of work includes the new build of 9nr apartments and a commercial building providing self-storage.

Our first phase will include demolition and excavation which will involve regular waste away vehicles to remove spoil from site. We have produced a Construction Management Plan which outlines how we intend to carefully manage this along with all other aspects of the build. A copy of the CMP can be obtained from our Project Manager (see details below). Please feel free to review and provide any feedback or comments

The site is being professionally managed by Kannan Property Development Limited and is further monitored by The Considerate Constructors Scheme

We believe the project will be a great addition to the area and are looking forward to working collaboratively with you over the coming months. We will be making every effort to ensure disruption is kept to a minimum throughout the project, but should any issues arise we will aim to address them as quickly as possible. In the event you would like to contact us to report any observations or complaints, our key project personnel contact details are below:

Project Manager: Bhavani Khumar

Mobile: 0203 603 9416

Letters will be hand delivered to the other neighbours.

We will contact neighbours and offer an open day at our site office to meet the management team. Our narrative will be to demonstrate our commitment to working in considerate manor to the surrounding community. We will be open to feedback and reasonable requests.

9. Construction Working Group

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, the way in which 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 monthly drop in sessions for resident

Liaison will be carried out within the Considerate Constructer Scheme recommended guidelines.

10. Schemes

Site is register with Considerate Constructors Scheme.

11. Neighbouring sites

There is no recorded sites in the vicinity.

12. Environment

We understand the limitations of noisy works within a residential environment and ensure all subcontractors are aware of the site restrictions on noisy work as detailed within subcontract orders and the site rules. Noisy work will be covered under our permit to work system which will identify the activity, its location, the duration, and any applicable control measures necessary to mitigate its effect. We are sensitive to the requirements of working alongside existing occupied premises. We recognise the importance of working closely with the Client's management team to ensure that they are informed in advance of any noisy or disruptive activities that we may be undertaking and to allow time for the agreement of any reasonable mitigation measures that may be required.

Predictions for noise and vibration levels throughout the proposed works.

Tool	Hand Vibration	Maximum usage period in 8hrs (Minutes)
2- stroke breaker	10	38
Electric breaker	9	46
Rotary/hammer drill	10	38
Rotary/hammer drill	14	19
Rotary drill	2.5	480
7/9” Grinder	5.5	124
Circular saw 6” - 9”	2.5	480
Wall chaser (twin) blade)	4	235

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, are as follows:

We will respect any reasonable request to reduce the duration of noisy activities further if required. Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is reasonable practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.

Should noise levels reach 80dB (A) operatives will be informed of the risks to their hearing and supplied (if requested) with either appropriately attenuated ear defenders or earplugs.

Should noise levels reach 85dB (A) or above operatives will be informed of the risks to their hearing and supplied with appropriately attenuated ear defenders or earplugs and instructed to wear them during noisy operations. The contractors are to ensure compliance by carrying out regular active monitoring.

Our Health and Safety Director will undertake noise surveys during their regular site inspections. However, operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn.

It is the buying policy of Banks D&B to ensure that the noise and vibration produced by work equipment is considered together with the price when new purchases are made with a view to lowering the risk when equipment is used.

Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

Noise & Vibration

The appropriate sub-contractors will be asked to provide certs of BS 5228:2009.The correct training will be in place to cover all aspects expected of this standard.

Monitoring Noise

While noisy level of activity's are in operation we will monitor noise level to make sure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.
Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.
To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk. We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the works requirement.

Dust

The principle construction activities that will generate dust are typically demolition, excavation, foundations and external works.
The materials disturbed by excavation activities are inert materials (principally crushed concrete and clay/gravel fill) and therefore the dust generated during their removal and transportation does

not represent a hazard to either people or the environment. We will also add shielding to cutting equipment.
We will erect a full site boundary, keeping away from sensitive receptors, and there will be a fully trained Site Manager on site throughout the construction period. We will be using water as dust suppressant where applicable and muck-away trucks will be covered to prevent wind effects on contents.

Access

We will have a hose and pressure washer at the main entrance to prevent any dirt/dust leaving the site. We will monitor this carefully.

Rodents

Details about how rodents, including rats, will be prevented from spreading out from the site, are below:

The buildings have recently become vacant therefore no site inspections have been carried out to date. A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on site prevent them from moving to other properties around the area. Other initiatives we will implement are as follows:

- No waste on site
- No eating or drinking on site other than canteen area
- Capping of drains

Asbestos

Asbestos survey was carried out on 13 February 2004 Key findings:

None