

CONSTRUCTION MANAGEMENT PLAN

PLANNING STAGE



For:

95 Avenue Road,
London,
NW8 6HY.

Reference: 1289-CMP Planning Stage Lower Ground Floor Conversion

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Construction Management Plan

This document is to be used as a guide for site construction for the main contractor and other site operatives.

This document is not to be used for construction health and safety purposes.

"The agreed contents of the 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."

I. PROPOSED PROGRAMME

Main Contract Works Anticipated start date: To be confirmed.

Estimate overall timeframe for the works:

- Approximately 11 Months / 49 Weeks.

Please refer to the broad brush project programme below which sets out the following key phases of work. The anticipated start date is unknown, and subject to the outcome of a favourable decision by the council:

No. Weeks.	Work Stage
1	Site Set-up / Enabling.
2	Demolitions.
8	Excavations and Concrete works – basement slabs retaining walls to lightwells
3	Structural Steelwork.
3	Masonry Walls – forming openings
2	Waterproofing & drainage.
2	First Fix structural timber works.
2	First Fix M&E
2	Dry lining
3	External windows and door
3	Plastering
2	Flooring Finishes
3	Second Fix M&E
3	Second Fix Joinery
4	Decorations
2	Landscaping
4	Commissioning / Handover.
49 Weeks *	Estimated number of weeks.

* Anticipated timeframe, which will need detailed review.

2. INTRODUCTION

The site is located within an urban area within Swiss Cottage in the London Borough of Camden.

The wider context is varied, however the predominant use in the immediate surroundings is residential flats. The site comprises a 1960's multi-storey detached modern apartment block with 29 units that is situated between Avenue Road to the east and St John's Wood Park to the west.

The site is a triangular shaped plot with a cross shaped tower building and a lower linear garage block flanking the southern boundary. The buildings are surrounded by areas of landscaping, a northerly garden, footpaths and driveways. The site has both pedestrian and vehicular access off Avenue Road & St John's Wood Park.

3. PROPOSAL OF WORKS

The proposal involves the conversion of the existing storage areas within the lower ground floor of the existing apartment building into two new self-contained flats with new windows, doors and integral light wells to enable natural light and ventilation.

4. DEMOLITION WORKS

- Adaptation of the existing external ground floor areas adjacent to the existing building on the north, west and south elevations for the new light wells
- The adaptation of the existing lower ground floor storage areas to suit the proposed layouts, including the creation of new openings in the existing lower ground floor external walls for doors and windows.
- Minor reconfiguration of the internal common hall on the lower ground floor is proposed. This will involve the adjustment of the floor levels to enable level access.

The site itself will be in occupation by other residents who live within the block and it is located in a residential area with members of the public accessing and egressing the nearby residential properties, therefore additional care must be taken at all times during the proposed works to ensure that the safety of the existing residents and other members of the public will not be compromised.

Vehicles shall not be held in any adjacent streets awaiting site access, clear access for emergency services, the existing resident access both vehicular & pedestrian, and visitors etc. shall be maintained at all times. The roadway surfaces will be kept clear and free from any project debris at all times. An experienced banks man will supervise all vehicles accessing and egressing the site - No vehicles to reverse unless supervised.

Construction and building work is only allowed at set times.

Hours of work will be: Monday ~ Friday: 0800 ~ 1700

Saturday: 0800 ~ 1300

Sunday & Bank Holidays: Not permitted.

Additional information:

- A. Smoking is not permitted on site.
- B. Radios not permitted on site
- C. Mobile phone use is not permitted on site unless in an emergency, designated areas and specified times must be adhered to
- D. Personnel are restricted to the site areas and the welfare facilities provided; food waste must be placed in bins provided. Eating is not permitted in work area.
- E. Heras and perimeter fencing to be erected by principle contractor.
- F. Roadways and pavements shall be kept clear and free from any project debris at all times.
- G. 110 volt power tools only are permitted for use on site.
- H. Materials to be removed from site during normal site working hours.
- I. Standards of behaviour will be of the highest standard at all times.
- J. Dress code is to be fully clothed (good condition) at all times with no offensive motifs or lettering.
- K. Noise:- Contractors to observe code of practice BS 5228:2009 Noise control on construction & demolition sites.
- L. Vibration:- Refer to BS 5228:2009
- M. Principle contractor to provide information relating to location/s of underground and overhead services.

The site manager will ensure that all preliminary works are carried out before the commencement of demolition. These include: service disconnections including existing mechanical and electrical specific to the area of work. Note that the remainder of the existing building will be in occupation during the proposed works therefore existing services that are necessary for the occupied dwellings need to be retained in working order to limit any disruption to the existing occupants within the building. Written confirmation will be obtained from the principle contractor to ensure that all services to the structures have been made safe. If required, competent persons will carry out further checks on site.

All work on site will meet BS 5228:2009: 'Noise Control on Construction and Open Sites' - Parts 1, 2 and 4.

It is inevitable that dust will be produced during the demolition stage, although this will be minimised where possible by the selection of controlled demolition methods and the provision of a water sprays.

The proposed works will occur within the lower ground floor level and externally at ground floor level near the margins of the building envelope where the new lightwells are proposed.

Debris designated for removal from site will be loaded directly into roll-on roll-off skips via a covered conveyor belt system where required. The skips will be sheeted to avoid dust emissions and removed from site to prevent unnecessary build-up of waste materials.

Any solid removed waste will be broken up and loaded roll-on roll-off skips for off-site disposal at a licensed recycling facility or crushing facility as required.

Where relevant and if any drain runs are opened up or where terminated &/or disused, they will be backfilled with crushed hard core to prevent rat infestations, baited traps will also be placed around the site.

Where required, all pest control work on site will be carried out by a professional pest control organisation, either from the local authority environmental health department, or from a pest control company, which is a member of a recognised trade body.

5. NOISE AND VIBRATION

We propose to implement Best Practice Means to control noise, vibration or other nuisance, which may cause offence to the local community or environment.

The work areas on the site will be surrounded by fencing to reduce the amount of noise that escapes from the proposed work area on the existing site. Site gates will be controlled so that they are open long enough to allow people/vehicles to enter or leave and prevent loud noises escaping to the surrounding areas.

A three-phase electricity supply will be supplied for power and lighting at night. No generators will be used.

Where possible, fixed items of construction machinery will be electrically powered rather than powered by diesel or petrol. Where this is not practical, acoustic screens measuring 2m wide by 2.7m high by 80mm thick will be used.

When machines are not in use they will be shut down or throttled down to a minimum. Machinery that runs continuously and which produces a lot of noise will be kept in a suitable acoustic enclosure.

Vehicles and machinery used for the work will be fitted with effective exhaust silencers. The equipment will be properly maintained and in efficient working order, and be used in a way that reduces noise as much as possible.

Construction and building work is only allowed at set times.

Hours of work will be: Monday ~ Friday: 0800 ~ 1700

Saturday: 0800 ~ 1300

Sunday & Bank Holidays: Not permitted.

On completion of the works the site will be left clear and tidy ready for hand over to the main contractor.

6. PROVISION OF INFORMATION FOR MONITORING AND REVIEWING

The site management team will provide monthly minutes including meetings and reports, to update progress and other matters. A monthly site progress report will be produced.

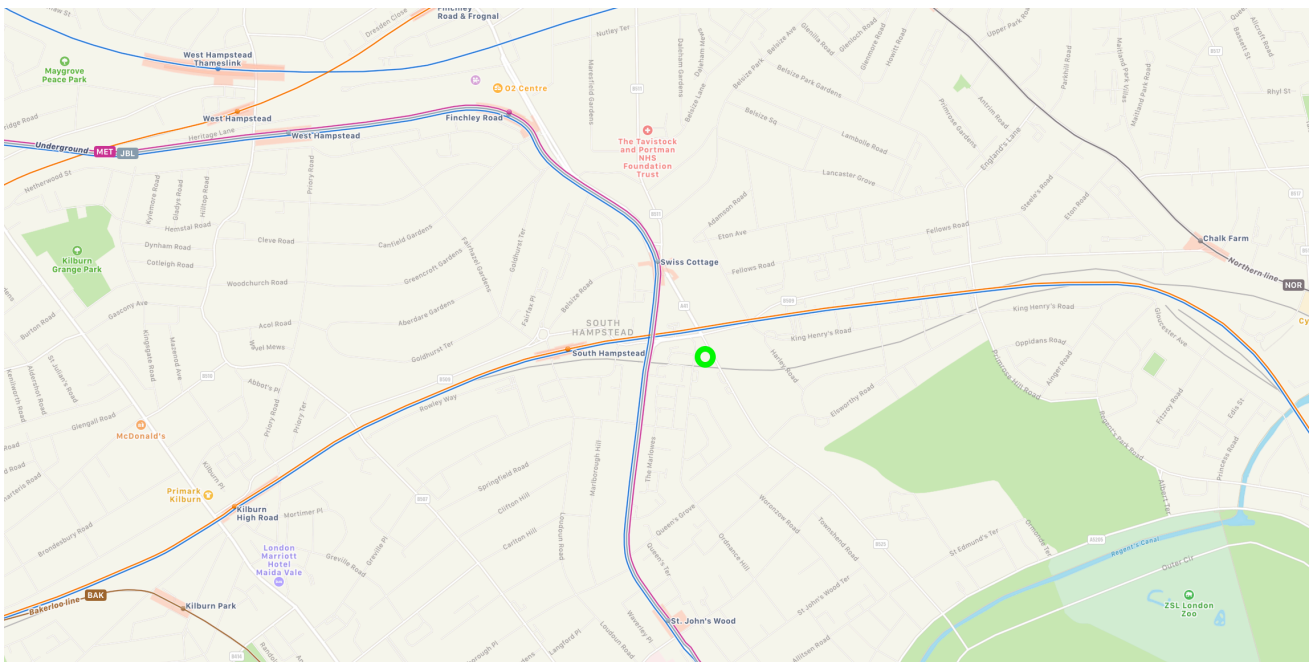
7. PARKING OF VEHICLES FOR SITE OPERATIVES AND VISITORS

Due to the site layout, there is limited facility for on-site parking. The existing garage area is strictly for the use of the existing residents.

Parking in the area is typically restricted to residential permit holders or pay-by-meter bays during the day with a typical maximum stay of 4 hours.

All site operatives and visitors alike will be encouraged to use the Pay & Display Street Car Parking in the local vicinity where necessary.

Alternatively, the site is considered to be in a highly sustainable location being only approximately 0.2 miles (6-minute walk) to Swiss Cottage Tube Station (London Underground) which provides good connectivity to central London and 0.3 miles (7-minute walk) to South Hampstead Train Station (London Overground). There are numerous local bus connections nearby all offering frequent services in and around the city. Where possible the use of public transport will be encouraged.



Access Routes Surrounding the Site. Site location – green circle.

8. PROPOSED ROUTES FOR VEHICLES BETWEEN THE SITE AND TFL NETWORK

Details of agreed access/egress routes will be issued to all the suppliers and subcontractors. This will be policed as far as practical but it must be recognised that we have no jurisdiction over the vehicles once they have left the site. Where possible, vehicles will approach the site via A41 Finchley Road leading to Boundary Road and St John's Wood Park. Vehicles can exit the site via St John's Wood Park heading in a northerly direction leading to B509 / A41.

9. COMMUNITY LIAISON MEASURES

Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign-in at the site offices. The site manager will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

The site hoarding will include relevant contact details in case of enquiry, complaint or emergency. And include information regarding the project.

Other points that will be considered:

Ensure that site lighting does not affect neighbours. Ensure that the workforce maintains a respectable standard of dress code. Encourage operatives not to leave site in their dirty work clothes. Register the project with the Considerate Constructors Scheme. Provide ID cards/badges for all operatives.

10. CONSERVATION AREA AND LISTED BUILDING

The site is not listed and nor does it fall within a Conservation Area.

11. PROPOSED HOURS IN WHICH VEHICLES WILL ARRIVE AND DEPART

St John's Wood Park is wide enough to allow deliveries and drop-offs without interrupting traffic. The works will not affect access to adjoining and adjacent properties nor the street parking as the site itself has various vehicular crossovers for vehicular access onto the site on both Avenue Road and St John's Wood Park. In general, the hours in which vehicles will arrive and depart will coincide with site hours, which are 8.00am to 5.00pm in the evening Monday to Friday and between 8.00am and 13.00pm on Saturdays.

The frequency of vehicles will be limited to no deliveries before 8.00am and no deliveries after 5.00pm Monday to Friday and 8.00am until 13.00pm on Saturdays. No deliveries will be allowed on Sundays and Bank holidays.

The number and type of vehicles per day will vary according to the work stage. Concrete truck, grab lorry and materials delivery lorries will attend the site. The detailed number of visits is to be established during the detailed construction programme review. It is anticipated that the frequency of vehicles attending the site will diminish as the works progress as the bulk of the works will be contained within the lower ground floor of existing building.

A strict delivery procedure will be implemented to ensure that overruns with delivery vehicles are minimised. All sub-contractors will be required to give 48 notices of deliveries.

All road vehicles will comply with the requirements of the low emission zone.

12. LOADING AND UNLOADING OF PLANT AND MATERIALS

Due to the nature of the site materials and plant may be loaded/unloaded from St John's Wood Park from waiting vans/lorries with drivers in attendance and/or from within the site itself subject to the available capacity for loading and unloading within the site boundaries.

To avoid a nuisance to residents on Avenue Road / St John's Wood Park, no idling of engines is to be allowed. All deliveries will be pre-allocated timed slots to reduce obstructions and noise.

The estimated dwell time for concrete would be between 30-45minutes, for deliveries 15-20 minutes and the grab lorry 20-25 minutes, during which time banks men will be provided at all times with PPE.

Materials and plant will be either off loaded by crane or manhandled to an allocated storage area within the site boundaries. The vans/lorries will park for a time no greater than one hour to reduce obstruction of any access ways on the site &/or the road.

In order to reduce traffic movements, the main contractor shall call off full loads whenever possible and only accept part loads when essential.

13. SIZE OF VEHICLES

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include: Skip lorries. These will include roll on/roll off skips for demolition works (approx. size 6m long and 2.4m wide) and standard 7-yard skips for construction waste (approx. size 3.2m long and 2.4m wide).

Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, miscellaneous materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).

14. STORAGE OF PLANT AND MATERIALS USED IN CONSTRUCTION

Materials will, wherever possible, be placed directly into the work area. Materials will be brought to site in small batches. Materials and plant that require storage will be placed within the boundary of the site in an agreed location to limit any inconveniences to the existing residents. The materials will be stored in a pre-arranged rotation sequence to avoid unnecessary storage of materials for long periods.

15. ERECTION AND MAINTENANCE OF SECURITY HOARDINGS

Safety barriers will be provided to the external elevations as appropriate.

The proposed work area on site will be made secure by erecting a hoarding/safety barriers to restrict ingress. The hoarding/safety barriers will be situated externally at ground floor level near the margins of the building envelope where the new lightwells are proposed, together with restrictive &/or controlled access to the lower ground floor level internally to enable controlled access to the proposed work areas as the remainder of the building will be in occupation.

The hoarding/safety barriers shall be erected, maintained, illuminated and removed in accordance with the agreement of the managing agents as the hoarding will fall within the boundary of the site. Ensure that existing access routes around the perimeter of the building are clear of obstructions &/or provide alternative safe routes for access where the existing routes are obstructed.

The hoarding/safety barriers will have site safety and exclusion notices fixed in accordance with HSE recommendations.

The site hoarding/safety barriers will include relevant contact details in case of enquiry, complaint or emergency and include information regarding the project.

There will be no facilities for public viewing and casual visitors will be discouraged. As a result, there will be no need for decorative displays or sales signage fixed on or around the site during the construction period.

16. WHEEL WASHING FACILITIES

A shovel and brush are to be used to remove any detritus that falls from the vehicles on to the road way and wheels washed down with clean water when required.

17. DETAILS OF HOW PEDESTRIAN AND CYCLIST SAFETY WILL BE MAINTAINED

When vehicles are attending the site, a road marshal will supervise loading and unloading in St John's Wood Park.

With regard to cyclist safety, any delivery vehicle parked within the loading area will be coned off to direct cyclists around the lorry.

18. CONTROL OF DUST AND DIRT DURING CONSTRUCTION

It is expected that as delivery vehicles are only driving on existing hard surfaces that dust and dirt will be kept to a minimum.

A site foreman will inspect the site and the local highway, on a regular basis, for dust and dirt. The site will be hosed down with a light spray periodically after inspection, to keep dust levels within the site to a minimum.

Wherever practically possible, powered cutting equipment will be fitted with dust extraction or water spray to reduce the amount of dust generated. Use of powered equipment for cutting will be kept to a practical minimum.

The area of work will be swept at the end of each working day after damping down. Waste and dust collected will be placed in sealed bags and placed in a predetermined area ready for collection.

19. SCHEME FOR RECYCLING/DISPOSAL OF WASTE RESULTING FROM DEMOLITION AND CONSTRUCTION WORKS

The approach to the treatment of waste will be to employ a specialist waste management contractor as a trade package.

The contractor will be responsible for:

- A. Ensuring the site is kept clean and safe, the collection of waste from a central point and segregation of waste and recycling on site.
- B. The waste management contractor will ensure that all access routes, fire escapes and staircases are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project. All general areas of the project will be swept clean on a weekly basis. Sub-contractors will be responsible for removing waste emanating from their works to a central point on site.

C. Empty returnable crates, pallets and other containers will be collected and returned on the delivery vehicles as soon as possible after use. Non-returnable items and packaging will be collected on a regular basis from around the site, broken down to reduce bulk, and placed in bags ready for collection to be taken to approved council amenity sites with the local area.

Recyclable materials will be stored separately ready for removal by a specialist contractor and taken to an approved Council Recycling Centre within the local area.

20. PARKING BAY SUSPENSION AND TEMPORARY TRAFFIC MANAGEMENT ORDERS

Where required and applicable the suspension of resident parking bay will be kept to an absolute minimum, for the use of a licensed covered skip.

21. DETAILS OF ANY HIGHWAY WORKS NECESSARY TO ENABLE CONSTRUCTION TO TAKE PLACE

This will be limited as the proposed works are taking place within the existing building.

22. ENERGY USAGE

Where practicable & possible, we seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored.

23. DETAILS OF ANY OTHER CONSTRUCTION SITES IN THE LOCAL AREA

To be reviewed prior to the start of the construction phase.

CONSTRUCTION MANAGEMENT PLAN
95 Avenue Road, London, NW8 6HY.

24. APPENDIX - SITE ROUTE PLAN

1289-CMPI-001 Rev- CMP Route Plan.

