

DRAFT

CONSTRUCTION MANAGEMENT PLAN

Land Adjacent to 10 Ferdinand Street, NW1 8ER

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This Construction Management Plan has been produced by Opticrealm for the construction of residential flats at the Land Adjacent to 10 Ferdinand Street, NW1 8ER

1.0 Introduction and description

This is a proposal for the site known as Land Adjacent to 10 Ferdinand Street, NW1 8ER, north London. The propose works include construction of a 4 storey residential flat scheme as well as demolition of garages.

The site is vacant.

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 the Construction Management Plan should any problems arise in relation to the construction of the development. Any future revised plan must be approved by the council and complied with thereafter.

2.0 Construction Start/Completion Dates

We are unsure of the possible start dates as it relies on if the scheme is granted planning permission. However the target dates for the project are:

Enabling works

- Commence: 2 months from planning permission
- Duration: 3 weeks

Main Contract Works

- Commence: 3 months from planning permission
- Duration: 60 weeks

3.0 Proposed hours in which vehicles will arrive and depart

In general the hours in which vehicles will arrive and depart will coincide with site hours which are 8.00am to 6.00pm in the evening. However there may be occasions when heavy/wide loads will need to be delivered and removed from site outside of these hours. Such deliveries would be for piling rigs and tower cranes and an Opticrealm member of staff would be in attendance at all times. On such occasions the local neighbours will be notified some 2 weeks earlier via a Newsletter. Any parking bays that may need to be closed off will be carried out by Opticrealm with full consultation with Camden/appropriate neighbours. Vehicles will not be allowed to arrive prior to 8am and wait outside the site.

4.0 Access arrangements for Vehicles

The site lies next to the main carriageway. There is an existing cross over onto the site that will be utilised should a vehicle need access to the site. During this time pedestrians will be guided round the cross over and barriers will be in place to protect public safety.

All vehicles will be controlled by a banksman.

Banksman/Road Marshall – a Key Role

A strict delivery procedure will be implemented to ensure that Ferdinand Street is not overrun with site and delivery vehicles. Our banksmen will ensure that traffic flow on both roads is maintained at all times.

The Road Marshall will act as banksman when vehicles enter the site (both entering in forward gear and should the need arise in reversing).

All sub-contractors and suppliers will be required to give 48 hours' notice of deliveries. The movement of materials will also be controlled by our Road Marshall. He will be responsible for the coordination and control of all aspects of material deliveries and movement.

5.0 Proposed Routes for vehicles.

Vehicles will be asked to approach the site from the North of Ferdinand Street so that they are on the same side of the carriageway as the site and therefore do not need to cross the carriageway or turn in the carriageway.

Vehicles will then be asked to leave the site to the South and turn left on to Chalk Farm Road.

6.0 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 major demolition works (approx. size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approx. size 7m long and 2.4m wide).
- Ready mix concrete lorries. (approx. size 8.25m long and 2.45m wide).
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).
- Articulated Lorries, for delivery of pre cast concrete units and other cladding components.
- Small "Transit" delivery vans

The projected vehicle movements are approximately 5 per week during the enabling works and 10 per week during the main contract works period.

7.0 Tight manoeuvres on vehicle routes.

We do not envisage any tight manoeuvres at or near the site as the main road adjacent is wide and straight. Vehicles will be asked to approach the site from the north end of Ferdinand Street, thereby approaching on the same side of the road and leaving towards the south ensuring that they do not turn around in the carriageway.

8.0 Enabling Works

A new electrical connection will be required to the site which will be applied for in the usual manner. It may be that this will not be required as we will be able to use the landlords connection in the adjoining building that Opticrealm also own.

Other enabling works will include the construction of a site welfare cabin that will site within the site's boundaries and portable toilets.

9.0 Parking and Loading Arrangements

A strict delivery procedure will be implemented to ensure that Ferdinand Street is not overrun with site and delivery vehicles. Our road marshals will ensure that traffic flow on the street is maintained at all times.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. The movement of materials, particularly in the main contract works stage, will also be controlled by our road marshals. He will be responsible for the control and coordination of all aspects of material deliveries and movement. Vehicles will pull into the site for unloading wherever possible. Materials will be stored within the boundary of the site. No parking will be permitted on site and all sub-contractors will be informed at the pre order meeting that the surrounding area is for resident parking only. All subcontractors will be encouraged to use public transport.

10.0 Parking bay suspension and Temporary traffic management orders

Suspension of resident parking bays will be kept to an absolute minimum and only with the permission of LBC. (Meeting required with LBC to discuss).

11.0 Proposed overhang of the Public Highway

Scaffolding will be erected around the site. Opticrealm will apply for a license from LBC where necessary. Should a crane be erected then any crane overhang will be discussed and agreed with LBC prior to any crane erection.

12.0 Details of any Hoardings

The site area and the contractors compound, will be enclosed with a 2.4m high wood hoarding. This will be adapted as necessary, and will be painted as agreed with LBC.

We will ensure that hoarding panels are maintained and kept clean for the duration of the project.

The hoarding will generally be fixed to the scaffolding and where the building sets back, scaffolding will be fixed to an independent scaffold framework. The scaffolding will be enclosed with a hoarding and we will ensure that a minimum of 1.3m of clear footpath remains open to the public.

Every effort will be made to maintain the minimum width of footway required

13.0 Details of how pedestrian and cyclist safety will be maintained

When vehicles are entering or leaving the site, these will be supervised by our road marshals.

The general public/pedestrians will have right of way along the pathways that surround the site. The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time barriers will be put across the pavement to prevent access by pedestrians. These barriers will be manned by our site security. All delivery vehicles will be supervised/controlled by a banksman.

The appointed Site Manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear of the pavements.

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

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 and our security guard will escort the visitor to the site offices. Our 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.

14.0 Management of traffic to reduce congestion

The Site Manager will be responsible for the day to day management of all deliveries to the site. These will be booked in using a Delivery Schedule so as to prevent lorry congestion to the road network that surrounds the site. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away.

Wherever possible lorries will be brought onto site keeping the roads free for general traffic movement.

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

We shall encourage our sub-contractors to use public transport to travel to site. We shall also inform potential subcontractors that parking is very restricted in the local area and that residents parking bays are not to be used. We will monitor parking, especially on neighbouring roads, to ensure offsite parking is dealt with considerately.

15.0 Reducing the impact of associated traffic.

The number of vehicle movements will be kept to a minimum by ensuring that only full loads are delivered and any waste removed from site will be done so in the largest containers possible thereby reducing the number of waste trucks associated with the site. Waste will be consolidated as much as possible on site so that the space it takes up in the vehicles is as small as possible.

16.0 Control of dirt and dust on the public highway

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. Opticrealm will make provision to minimise this problem.

In the early stages of the project when demolition and ground works are being carried out, wheel washers will be used to wash down all vehicles that enter/leave the construction site.

We will also make provision for cleaning of the road if required by an approved road sweeper.

We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

17.0 Details of consultation with local businesses or neighbours

As individual citizens, as a company and in partnership with London Borough of Camden and our supply chain, we will take due care of the community and environment within which we will be working.

The site team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses. From the start of this project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Representative).

This single point of contact will be established for all liaisons with the general public. We will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Part of the process will be the inclusion of regular Newsletters keeping our neighbours up to date with what has and will happen on site.

We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times. This may include things like out of hour's delivery of large items of plant such as piling rigs etc.

Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details. The regular newsletters will also highlight the key personnel and their contact details. In the event of a complaint the Community Liaison Manager will respond by return or as soon as they can. All complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.

Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in the Considerate Constructors Scheme and in Opticrealm's own project procedures.

This construction management plan will be circulated to ward councillors and local businesses and residents so that we may take any comments into account and so that the community is well informed of our intentions well before the construction work effects anyone.

18.0 Working Group and other measures to reduce the impact of the site

The communication process with the local community has already started.

Before work commences we will send out letters to the neighbours informing them of what will be happening and giving them our contact name and telephone number. This will include a 24hr emergency hotline.

We will also maintain full and regular communications with affected neighbours regarding site activity, deliveries and traffic.

Should there be any complaints, as we have stated earlier, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

Other points that we will action:

- Ensure that site lighting does not affect neighbours.
- We will ensure that our workforce maintain 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.

19.0 Considerate Constructor's Scheme.

Opticrealm Limited is signed up to the considerate constructor's scheme and will ensure that this particular scheme is registered with the scheme.

20.0 Other Construction Sites in the local area.

We are not aware of any other constructions sites in the local area, however should we be made aware of any or notice constructions sites in the local area we will endeavour to get in contact so that any large vehicle manoeuvres or road works will not take place at the same time.

21.0 Large Vehicles

All contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet all of the following conditions:-

- 1) Operators must be a member of TfL's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at the Bronze level.
- 2) All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.
- 3) All vehicles associated with the construction of the Development must:
 - i. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
 - ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
 - iii. Have a Class VI Mirror
 - iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

22.0 Targeting zero non-hazardous waste to landfill

As part of our environmental approach we seek to source materials from local companies provided that specification requirements and costs are met. No hazardous waste will be sent to landfill site.

23.0 Energy usage

Where practicable, 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.

24.0 Fuel consumption

We strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

25.0 Waste Management

The Site Manager will be responsible for the waste management at the site. This contractor is responsible for:

- Ensuring the site is kept clean and safe.
- The collection of waste from a central point.
- Segregation of waste on site and send to recycling plants.

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.

26.0 Tree Protection and Management

There is a tree in a neighbouring property that is close to the site. It is approximately 3 metres from the site.

The hoarding opposite this tree will be reinforced and the path between the site and the tree will remain untouched.

The path between the site and the tree will act as a protection of the roots and will in no way be disturbed.

Where the tree's branches come close to the site any scaffolding and hoarding will be erected under consultation with an arboricultrist to avoid damaging the tree in any way.

The Site Manager will be responsible for ensuring any of the protection in place for the tree is maintained and kept in good order at all times. They will be inspected on a daily basis and should any damage occur to the protection it will be replaced as soon as possible.

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.

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

Signed for and behalf of Opticrealm

..... **Date**.....

Tim Cockburn – Project Manager

Signed for and behalf of London Borough of Camden

..... **Date**.....