

## **Draft Construction Management Plan**

**187 Kentish Town Road, London NW1 8PD**

This construction management plan has been produced by Sheldon Construction for the redevelopment of the existing building whilst retaining the existing façade to provide a four storey building comprising: retail (A1, A2, A3) use at ground floor and 9 residential units (C3) above together with landscaping and associated enabling works .

## **1.0 Introduction:**

The development known as 187 Kentish Town Road, resides in the London Borough of Camden, and is located at the junction where Kentish Town Road meets with Prince of Wales Road. This development lends itself to creating both residential and retail facilities contained behind a period façade. As well as local high street shops and restaurants, public transport facilities are within walking distance of the development and includes bus, train, underground and over-ground services.

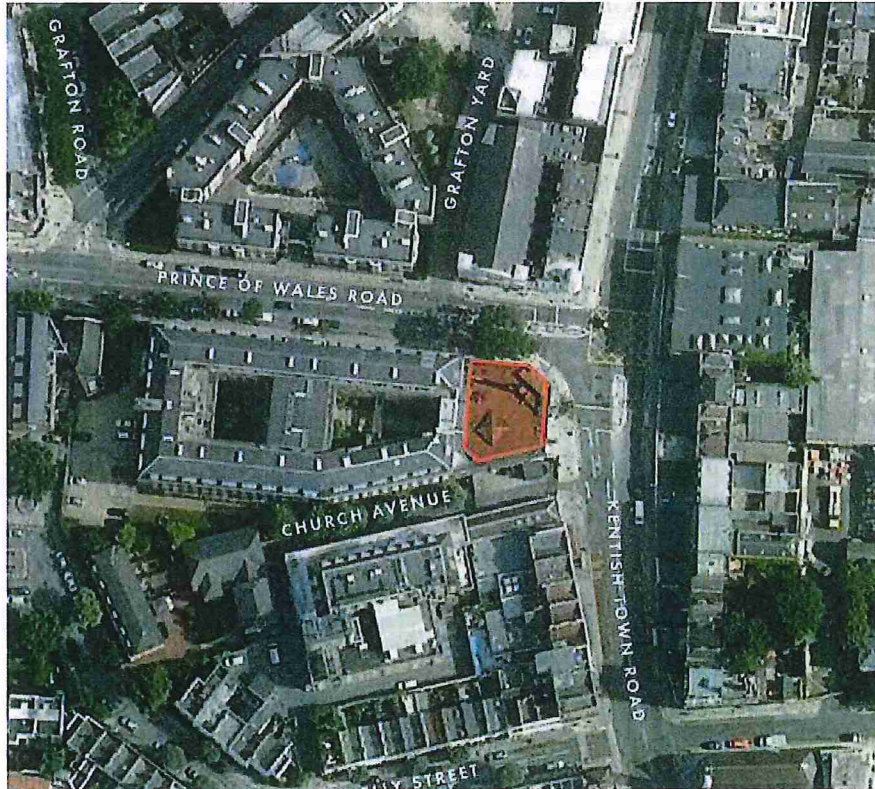
The proposed ground floor of the development provides more than 200 square metres of retail space and is listed as A1, A2 or A3 use.

The development itself is indicated at being 'car free' with no car parking facilities provided to the residents. This is primarily due to the extensive public transport facilities provided within the local and adjoining areas as well as a cycle storage facility being incorporated within the design.

The new development will be constructed with the retained façade providing the main emphasis of the buildings appearance to the public highway. The design currently includes creating a slightly set back and above the existing façade which will give an appearance and sky line akin to that of the neighbouring building, namely No.1 Kentish Town road. From historical information the two buildings have an intertwined history and it appears as though this history will continue with the additional levels to the development site.

## 2.0 Site Location:

The site address is 187 Kentish Town Road, London NW1 8PD. On the diagram below its location is depicted by the red/hatched building on the corner of Kentish Town road and Prince of Wales Road. Please see Figure 1.1 below for a clear indication of the above.



*Figure 2.1: Site Location*

## 3.0 Working Hours and Travel

### 3.1 Proposed Working Hours

The development itself will work to typical construction hours of 8am to 6pm Monday to Friday, and 8am to 1pm on a Saturday, which will coincide with vehicular access, deliveries and removal of items from the site. However, in a bid to avoid congestion, large/heavy loads as well as delivery of plant may require to work outside of these hours. Sheldon construction staff will be present at all times during such works, with a clear and distinct effort to inform local residents of such occurrences as well as on-going consultation and informing of Camden Council.

### 3.2 Contractor Travel Arrangements:

As there is a vast and extensive public transport network available in the vicinity of the development, no car parking will be provided on site. All staff, contractors and operatives are encouraged to use public transport.



## 4.0 Vehicular Access and Arrangement

Vehicular access to the development for delivery of material and plant is predominantly to be made via Church Avenue and will be controlled adequately by Sheldon Construction through means of appropriate staff to facilitate the required task. A suitably sized region will be provided to allow vehicles to be stationary whilst required tasks are carried out.

At the rear of the development (on Church Avenue) a region is specified for site deliveries approximately 11m long and 3m wide. This is to serve the following vehicles:

- Skip Lorries; Vehicles are approximately 8m long by 2.4m wide
- Ready Mix Concrete Lorries; Approximately 8.5m long and 2.4m wide
- Flat-bed Delivery Vehicles: Approximately 8.6m long and 2.4m wide
- Articulated Lorries: Rare inclusion for the Project works, dealt with as isolated item.

The projected traffic of vehicles is approximately 6 per day during the demolition works, which will increase during the main phase of construction works to approximately 10 per day.

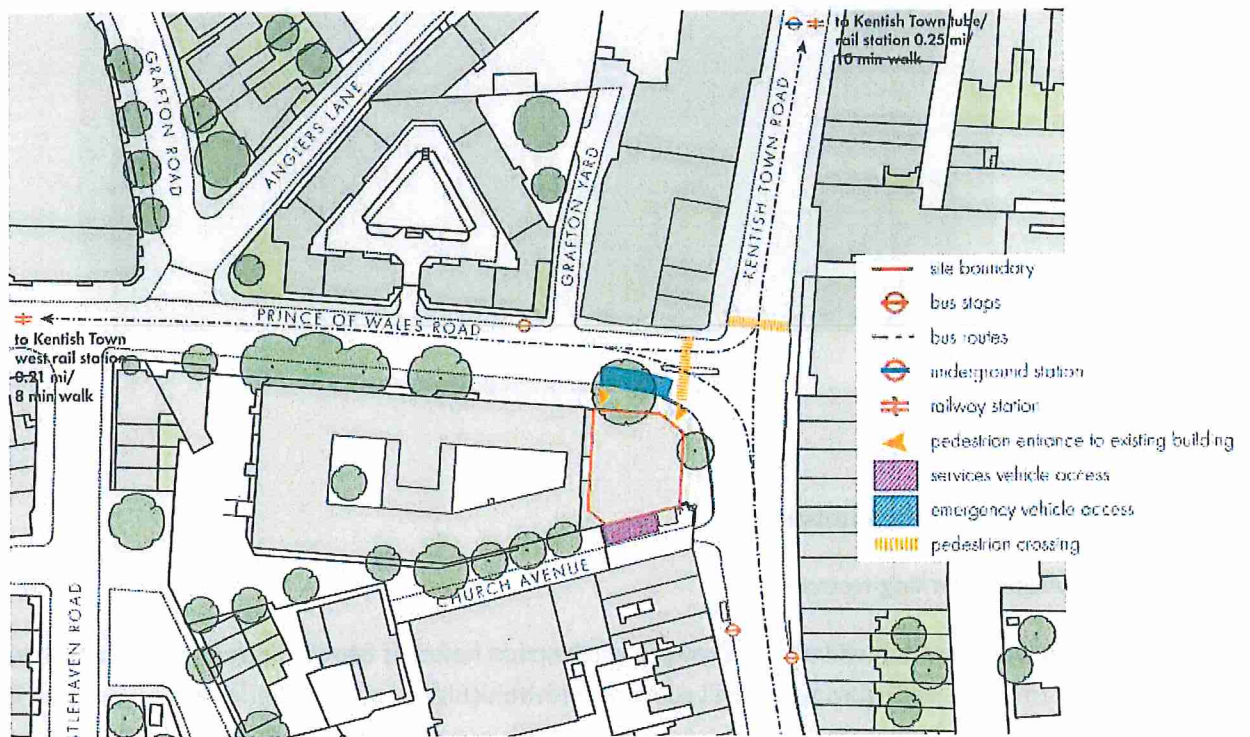


Figure 4.1 Basic Access and Surrounding Region

As mentioned earlier the normal development traffic will be controlled during working hours, with additions of traffic outside of these hours through consultation of the local authority and/or neighbouring residents. This addition will relate to heavy/large machinery, large deliveries and items such as the crane erection.

In addition to the provisions above, a responsible person will be appointed to manage vehicles entering and leaving the development site such to safeguard the general public, pedestrians, cyclists and other road users. The Site Gates/entry exit points will be kept closed during times of no activity and suitable security personal will be employed to monitor and manage this.

## **5.0 Programme of Works**

The site itself will be vacant and not-in-use at the point of where works are ready to commence as such all personnel on-site will be suitably trained, understanding of the site itself and fully informed of the works which they are to undertake. This is further implemented at a site level through site inductions, toolbox talks and other methods of ensuring all are equipped adequately.

The programme of works will initially involve the bracing and support of the existing façade which is to be retained and renewed as stated in the proposed scheme. The façade itself provides a feature to the proposed scheme as well as coinciding with building design in the immediate vicinity.

Once the bracing is suitably completed according to design, the internal demolition will be conducted using relative medium sized machinery which will be able to gain access via the current access arrangement, or with suitable minimal adjustments of the same – additionally they will be able to access the scheme from the rear of the site via Church Avenue.

Aside from the retained façade the building itself, floor slabs, roof and all associated items will be duly removed. This will include also protection and disconnection of any services which are currently serving the building.

The construction works elements will begin in the systematic 'bottom-up' construction, with the foundations being constructed first with consideration for any service routes required. Floors and walls will follow in typical fashion at each iteration of the development.

### **Programme of Works (estimated):**

- **Demolition Start: June 2014 (5-8 weeks)**
- **Construction Start: August 2014 (60 weeks)**
- **Project Completion: October 2015**

## 6.0 Crane Location

It is the intention of Sheldon construction to install a crane located centrally to the site boundary in order to assist and advance construction works in the most efficient manner. In isolation, the location of the crane will be likely to coincide with the internal lift shaft to aid construction works. The central location will facilitate minimal and equal impact to any of the adjoining region with the intention to minimise/diminish overhang on adjoining locations by the crane through use of a zoned system. All items involving the crane will be further discussed and agreed by the relevant authorities.

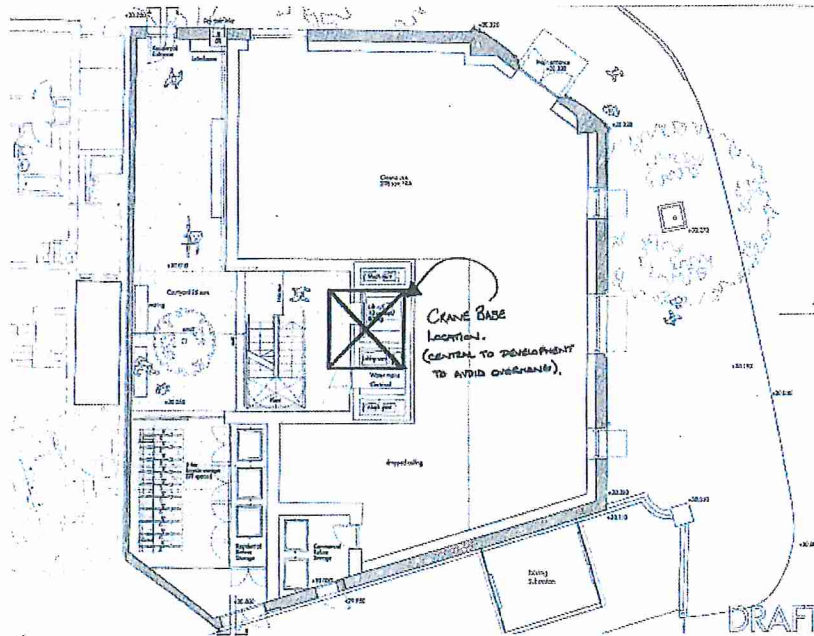


Figure 6.1: Approximate Crane Base Location

The crane itself will be set-up to avoid over-sail apart from the collection of materials from the 'delivery collection point' on Church Avenue as noted in Figure 6.2. At the end of each work period/day, the crane will be left in its 'park position' keeping itself within the site boundary.

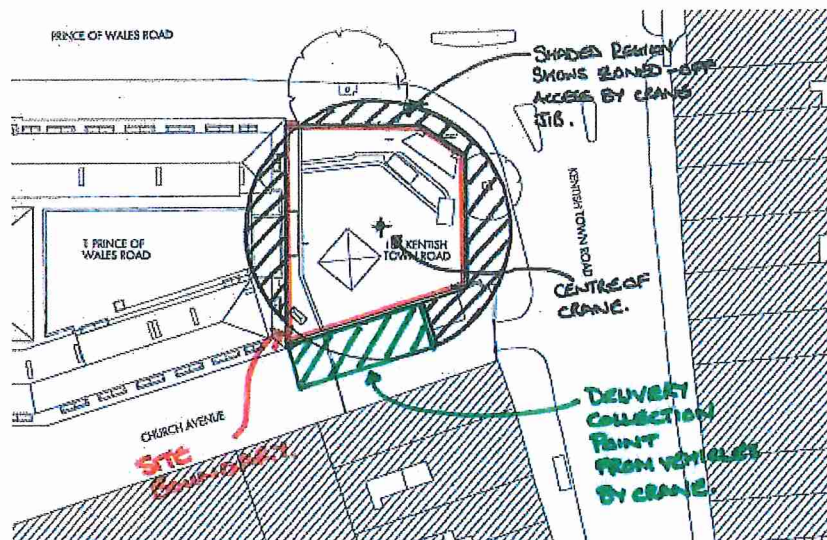


Diagram 6.2: Approximate Crane Zones and Delivery Collection Point



## **7.0 Construction Environmental Impact**

This section covers the various elements of construction which can cause nuisance to the general public in the vicinity of the development

### **7.1 Control of Dirt on to the Public Highway - Vehicle Wash Down**

In the early part of the construction works which will include the demolition stages, wheel /Jet washers will be used to wash down vehicles leaving the construction site. This will be to control the nuisance of site debris on the public highway. In addition to this, the wash bay area will be set as being impermeable and be constructed with a border of raised kerbing such that it does not allow the solids removed from vehicles washing their way out. A periodic patrol of the adjoining area (or when required) will be made to ensure the local vicinity/perimeter of the development site is kept clean and in an adequate state.

Muck away lorries, will be required to be fully sheeted to minimise the risk of any mud overspill onto the highway, and suitable provisions will also be made in regards to vehicles removing debris generated from the site.

A provision for an approved road sweeper will also be facilitated should the requirement of such arise.

### **7.2 Dust control**

Sheldon Construction will consider implementing a fine spray of water to restrain dust spillage from the construction site and will be related to but not limited to the following items:

- Demolition works
- Stock piling of aggregates, sand and spoil.
- Unpaved areas which are subject to forces of nature.
- During activities which generate excessive dust.

### **7.3 Considerate Constructors**

It is the intention of Sheldon Construction to register on the Considerate Constructors Scheme in order to provide on-going monitoring of our methods against a best practice. The monitoring aims to cover any area of construction activity which may have a direct or indirect impact on the construction industry and essentially revolves around three main categories; General Public, the Workforce and the Environment.

## 8.0 Site facilities

Site facilities for staff, contractors and workers will be located on the ground floor and will include the following:

- Office area
- WC facilities
- Drying room
- Eating area.

All personnel using the facilities provided will be required to leave the facilities in a tidy and usable fashion and a periodic cleaning regime of all facilities will be implemented to ensure cleanliness and hygiene is maintained on site. The location of the site facilities may need to be adjusted to aid construction; at the outset it is envisaged for the facilities to be located on the ground floor for the majority of the project duration.

A clear notice board and statutory signage will be located on the external façade/hoarding to the development to ensure all elements of the project are managed in the correct manner as well as providing a clear contact line to those managing the development.



## 9.0 Accident and Emergency

The location of the nearest Accident and Emergency department is approximately 1.4 miles from the site location by vehicle.

Details as follows:

- Address: Royal Free Hospital, Pond Street, London NW3 2QG
- Telephone No: 020 7794 0500
- Website: <http://www.royalfree.nhs.uk/>
- Email: [rfh.pals@nhs.net](mailto:rfh.pals@nhs.net)

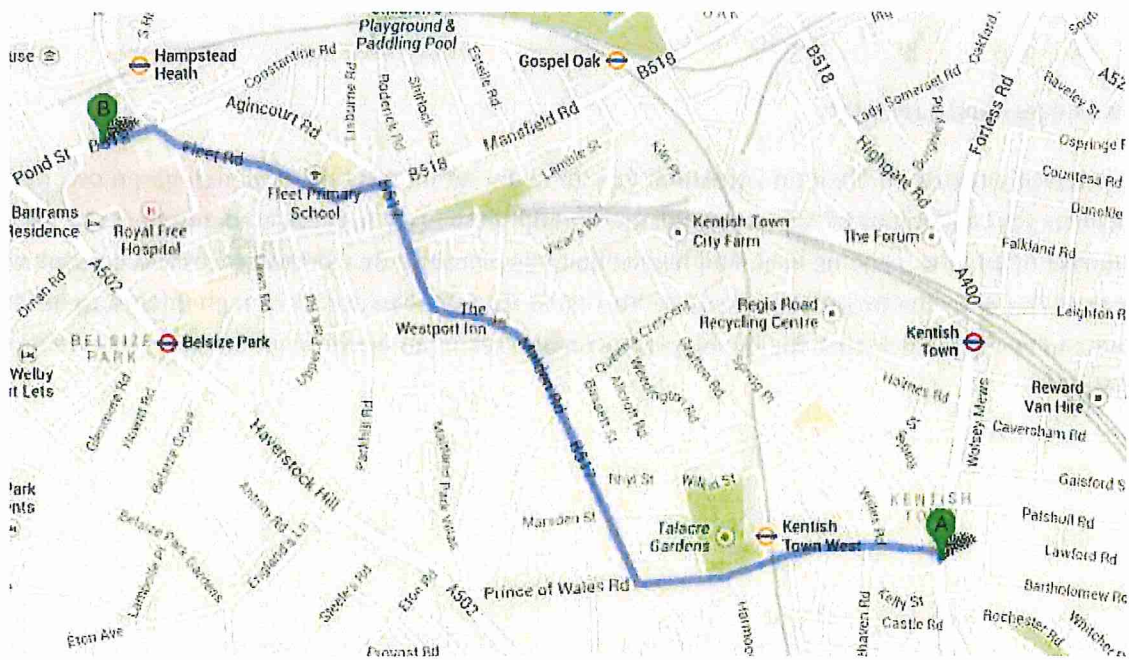


Diagram 9.1: Directions from the site to the nearest A&E Department.

**10. Environmental Plan and Strategy:****10.1 Waste Management**

The site itself will be subject to a Site Waste Management Plan (SWMP) which is akin to Sheldon Construction developments of the past. This includes a regime of noting each collection of waste from site with percentage associated to the type of material being removed from site. Our waste collection and disposal delivery contractor segregates once the material has been collected and returned back to the appropriate landfill site. This makes the process of waste disposal more efficient and the process more accurately controlled. The SWMP provides an element of control whereby waste is kept to a minimum at the outset and also ensures waste is disposed responsibly.

**10.2 Energy and Fuel Usage**

It is typical practice of Sheldon Construction is to allow for monitoring of all fuel usage on site. This includes (but is not limited to) electricity, water, and diesel usage. This allows adequate control and monitoring of what is being used and highlights quite significantly unexpected excessive uses which are not in line with the project progression. This in turn enables issues of high energy usage to be looked and rectified such that the development progresses in an environmental and cost effective manner.

## **11.0 Community Relationships**

As an aspiring and leading contractor of the region, Sheldon construction are a contractor who aims to deliver construction projects with amicable relationships with all stakeholders, clients, neighbours and the general public alike. As such, we intend to deliver a turn-key project whilst ensuring due care and attention provided to the community and environment in which we are working.

Our site team has the on-going responsibility of warranting good relations with neighbouring residents, business and the general public and designated personal of management staff is appointed at the outset to provide a point of contact who will be responsible for community relations.

It is important to initiate an open and honest dialogue to ascertain a good rapport with the community in a bid to minimise any issues which may arise during the construction process. This will be vital, particularly relating to sensitive works which will be dealt with a professional, credible and accountable manner and although in isolation, this could include out of hours deliveries of large plant such as crane, piling rigs or large building materials.

A keen effort has been made in order to obtain the views of the adjoining neighbours as well as those who use the region of the development.

## **12.0 Summary**

This document provides a general indication of the construction process which will be endured during the project period. It further substantiates our on-going commitment to the environment, local business, residents and the general public, in a bid to ensure that our projects not only deliver a residential and commercial platform which will be enjoyed for years to come, but also deliver to the local region a problem free development during the construction phase.

