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DRAFT CONSTRUCTION MANAGEMENT STATEMENT FOR
63 FROGNAL, LONDON, NW3 6YA

FEBRUARY 2013

GREGORY PHILLIPS ARCHITECTS

THIS DRAFT CONSTRUCTION MANAGEMENT PLAN HAS BEEN PREPARED AS PART OF THE APPLICATION FOR FULL PLANNING PERMISSION AND CONSERVATION AREA CONSENT TO ALTER AND EXTEND NO. 63 FROGNAL, LONDON NW3 6YA AND IS TO BE READ IN CONJUNCTION WITH ALL OTHER DOCUMENTATION WHICH FORMS PART OF THE APPLICATION.

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1.0 INTRODUCTION

- 1.01 The Construction Management Plan aims to address specific issues arising from the proposed construction of the permanent works at the above site location. This document describes the anticipated methodology and management of the works to be adopted by the Main Contractor leading up to and during the construction period.

The plan sets out the proposed contract duration, systems and procedures that we envisage the Contractor intends to utilise in managing the construction process on site, to ensure progress of the project in the most safe and efficient manner and to minimise impacts on the local environment and surrounding amenity.

The DRAFT Construction Management Plan has been prepared in support of the Planning and Conservation Area Consent for the construction of a new basement and proposed extension and alterations to No.63 Frognal, London NW3 6YA. The document should be read in conjunction with the Construction Method Statement as prepared by the design team's Structural Engineer - Conisbee Consulting Structural Engineers (submitted as part of the applications described above). This plan is subject to review by selected Contractors during the Tender process and may be subject to modification depending on contractor requirement, specialist input and other external influences not accounted for in the absence of developed design.

SITE DESCRIPTION AND LOCATION

- 1.02 The site is situated at No. 63 Frognal, London NW3 6YA and is located within the residential neighbourhood of Hampstead in North London. The application site a detached three storey residential property dating from the Edwardian period. The property is not listed but is identified as a 'building which makes a positive contribution' to the Conservation Area and is located on the western side of Frognal opposite Church Row.

The property is set back from the street with a garden lying to the front of the house. The front garden is enclosed by a red brick wall of an average height of approximately 2 metres which was erected in 2005 (Planning Ref: 2005/2748/P). An existing Lime tree is located mid way along the North Eastern boundary wall outside of the property on the pavement. This tree contributes to the character of the Conservation Area and is to be retained and protected throughout the works - Please refer to the Arboricultural Report for further information in relation to this item. The main garden is located to the full width of the rear of the property.

The immediate surroundings are residential. Frognal Runs North to South parallel to the Finchley Road (A41). The site is located to the western side of Frognal between Frognal Lane and Church Row.

2.0 DESCRIPTION OF WORKS

DESCRIPTION OF WORKS

- 2.01 The following is a brief overview of the proposed works in order to give context to the following sections of the Management Plan.

The Proposed works comprise of basement construction, extension, refurbishment and internal alterations to the existing property and landscaping proposals to the front and rear.

CONDITION SURVEYS

- 2.02 Prior to the commencement of works on site, a condition survey of the surrounding properties, and the street, will be undertaken and issued to all relevant parties. All construction operatives will be briefed on the results of the condition survey and protection measures to be put in place.

In the unlikely event of any damage occurring to the street, repairs will be carried out by an accredited company to the requirements of Camden Council.

CONSTRUCTION PROGRAMME

- 2.03 Until the Contract is awarded and appointment of the Main Contractor has been made, it is difficult to include a detailed construction programme. It is however anticipated that subject to planning permission construction would commence late 2013 and be subject to approximately an 18 month construction period. This timeframe is subject to review by selected Contractors during the Tender process and may be subject to modification depending on contractor requirement, specialist input and other external influences not accounted for in the absence of developed design.

EMERGENCY CONTACT (24 HOUR)

- 2.04 Following award of the contract and appointment of the Main Contractor, a 24 hour emergency contact telephone number will be provided. This number will be made available to all relevant parties and will be present as part of the signage applied to hoardings at the front of the site.

3.0 SITE ACCESS & SECURITY

SITE ACCESS, PEDESTRIAN & TRAFFIC MANAGEMENT

- 3.01 The site is accessed directly from Froggnal. The surrounding road system within the immediate site surround is generally dual traffic flow. Froggnal is a secondary route winding uphill northwards. The section of this road where the site is located runs parallel to the primary route of Finchley Road (A41). Froggnal lane rises from Finchley Road to Froggnal, narrowing as it reaches Froggnal. The western boundary of the Conservation Area lies at the top of Froggnal Lane.

It is proposed that traffic approaching the site will use Finchley Road (A41) and turn onto Arkwright Road which traverses Froggnal. All Traffic departing the site will be required to leave in a North-Westerly direction along Redington Road and onto Heath Drive leading back to the Finchley Road (A41). Please refer to Appendix A for maps illustrating the proposed routes.

All site operatives, delivery companies, authorities and visitors will be notified of the site access routes. Access to the site will be scheduled and restricted to necessary vehicles only. There is no parking available at the site. Contractors and visitors vehicles will be required to use the available on street parking within the surrounding area. The existing parking is controlled and designated spaces are fitted with Authority operated parking meters. Payment and duration terms of the available parking are displayed at each location. Normal parking measures for existing occupiers of neighbouring properties will apply, most of which have off street parking.

There are double yellow lines directly outside the property with parking bays on the eastern side of the road directly opposite. There are further parking bays downhill on the western side of the property.

During delivery/removal times traffic and pedestrian marshalls will be assigned to the highway, relevant signage, and protection measures will be administered to ensure the safety of pedestrians and road users as well as direct via alternative routes should the footpath or roadway be closed. Marshalls will be easily identifiable wearing high visibility PPE clothing, they will advise as to forthcoming delivery times and report any complaints to the Site Manager.

EMERGENCY SERVICES/THIRD PARTY ACCESS

- 3.02 The same arrival and departure routes adopted as described above. The requirements for the alerting of emergency services will be actioned as part of the site emergency procedures developed by the Main Contractor.

SITE SECURITY

- 3.03 Site management will be responsible for ensuring the site is secure and that all plant and materials are stored safely and securely after the workday ends.

SITE OFFICES & WELFARE ACCOMODATION

- 3.04 During the initial basement excavation period site accommodation will be located in the rear garden and generally for of the duration of the construction period.

WORKING HOURS

- 3.05 Normal site working hours will follow Local Authority Guidelines as follows:

Monday - Friday	08.00 – 18.00
Saturday	08.00 – 13.00
Sundays and Bank Holidays	Site closed

Where certain construction operations can be heard beyond the site boundary, working hours will be restricted to:

Monday - Friday	08.00 – 18.00
Saturday, Sundays and Bank Holidays	Site closed

Notwithstanding this there may be certain occasions when work outside these hours may be necessary. In the event of this, work would only be carried out following consultation and agreement with the Environmental Health Officer in advance of the works being carried out.

SIGNAGE

- 3.06 Site notice boards/signage will be displayed at the site entrance and will display the project particulars, contact details, access and egress procedure, site rules and all necessary health and safety information. The project signboard will be erected in accordance with Client authorisation, the design of the board/s will be agreed with all parties before being erected. Signage will generally be minimised to avoid impact visually on the Frognaal streetscape.

SECURITY HOARDINGS

- 3.07 Appropriate security hoardings will be erected to enclose the front of site at Wellington Place. The hoarding of suitable height will be constructed by a specialist contractor in high-grade plywood with vertical standards anchored to the ground and licensed in agreement with the Highways Officer. The hoarding will be implemented from the onset of the construction contract and maintained throughout, fully secured with lockable door/s for controlled access and well lit. The hoarding will be decorated to the requirements of the chosen Main Contractor and confirmed in due course; the hoarding decoration is to be sympathetic in design to suit the Frognaal streetscape.

PROTECTION OF THIRD PARTIES

- 3.08 All site activities are to be contained within the site hoarding line and a comprehensive traffic management plan will be implemented to ensure minimal disruption is caused to traffic or pedestrians on the adjoining public highway.

LIASON & GOOD NEIGHBOUR POLICY

- 3.09 The selected Main Contractor will adopt an effective system to manage site activities in a proactive and consultative manner to avoid possible conflicts for the benefit of all parties. Within the site management team, a single point of contact will be made at a suitable level of seniority to liaise with the local neighbors and any other required community parties. The selected individual will be the liaison contact point throughout the contract. He/she will have the ultimate responsibility on site and the necessary authority to direct operations.

NOTIFICATIONS

- 3.10 Following award of contract and during the Contractor mobilisation period, communication will be set up with the following authorities:

Notice will be served to the Health and Safety Executive
Building Control/Approved Inspector
Liaison with local residents

4.0 PLANT & MATERIALS

LOADING AND UNLOADING OF PLANT AND MATERIALS

- 4.1 Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and in within the construction site area. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at weekly or fortnightly meetings. “Just in Time” scheduling of deliveries where possible will minimise storage capacity required, double handling and congestion around the site.

The complete construction works specification and methodology has yet to be finalised and will be following appointment of the Main Contractor, however it is evident that an amount of plant and materials will be required to be loaded and unloaded at the site. This will involve a number of vehicle movements to and from the site. It is anticipated that there will be several vehicles per day leaving the site at specified intervals for varying deliveries and removals; it is not currently anticipated that any deliveries will be “abnormal loads” as defined by the Road Traffic Act 1988. Should it become necessary to deliver an “abnormal load” then this will be notified in advance to the Local Authorities/Police in accordance with the requirements of the Road Traffic Act.

The method for conducting deliveries to and from the site will be developed by the appointed contractor; given the proximity of the existing on-street parking bays; it is our intention that one or more parking bays directly in front of the site may require a request for ‘removal from service’ or suspension during the contract term. This is to ensure that delivery and other vehicles can safely and efficiently have access to the site to load and unload plant, materials and excavation spoil. It is proposed that paving directly outside the site is removed and replaced with a concrete standing to form an area as close to the boundary as possible to minimise the impact of parked lorries/vehicles during any loading/unloading process. The removed paving would be replaced on project completion. During these times of loading and unloading it would be necessary to close the adjacent section of footpath using suitable barriers and signage, and removed again when no vehicles are present to minimise disruption to pedestrians. Trained Banksmen would schedule and monitor this operation on the highway.

During the initial project stage and generally during the excavation process, spoil will need to be removed, again the exact method requires determination however it is anticipated that either a spoil heap of waste materials would be formed within the bounds of the hoarding and front yard where it could be collected by a grab lorry at controlled intervals to suit daily traffic flows; or the waste is moved via conveyor to a skip and removed by the required lorry in line with current environmental regulations. In similar fashion deliveries of plant and materials would adopt this method of approaching the site via the concrete standing loading or unloading the cargo then departing with as least disruption as possible. Vehicle loading and unloading will be scheduled between

8am and 4:30pm to minimise their impact of large deliveries upon local residents. (See 3.01 Site access and travel management for anticipated routing of the vehicles).

CRANAGE & HOISTS

4.02 TBC

STORAGE OF PLANT AND MATERIALS (GENERAL)

4.03 Where “Just in Time” deliveries are not economic or practical, site storage of materials will be very carefully controlled to ensure only necessary plant and materials are kept at the site. Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract. As the constraints of the site are relatively small it is essential that the appointed Contractor maintains a well organised and tidy site.

SECURE STORAGE OF MATERIALS, PLANT, TOOLS, CHEMICALS AND GASES

4.04 Secure storage of materials, plant, chemicals and gasses will be controlled in accordance with the appointed Contractor’s Health & Safety Procedures and Environmental Policy. Storage of fuels on site will be minimised and stored in bunded tanks/stands and drip trays utilised where required/possible. Spill kits will be readily available to counter any leaks or spills that may occur.

5.0 ENVIRONMENTAL

LOCAL ENVIRONMENTAL CONSIDERATIONS

5.01 It is acknowledged that daily construction operations are likely to impact residential amenity. During the contract period it is intended to minimise as far as practical the impact that the construction process is likely to cause to both Local Environment and the neighboring community. Due care and diligence will be taken to suppress and control the emission of the primary environmental nuisances, noise, dirt and dust pollution. The following are actions that will be carried out as necessary to minimise disruption. The appointed Contractor will be encouraged to register with the *Considerate Constructors Scheme*.

Minimising noise disruption

- Coordinated delivery times to avoid peak traffic times.
- Ensure all plant has sound reduction measures (mufflers, baffles or silencers)
- Strict adherence to the site working hours. (see page 05)
- Consultation of British Standard BS 5228: Parts 1&2 (1984) and Part 4 (1986) entitled 'Noise control on constructions and open sites'

Minimising dust, dirt pollution and other airborne debris

- Ensure all materials transported to and from site are in enclosed containers or fully sheeted.
- During dry periods the works are to be damped down to suppress the emission of dust at source.
- Dust screens utilised where necessary, site perimeter protected by hoarding of sufficient height.
- Dust generating materials are to be adequately packaged.
- Ensure materials have minimal packaging.
- Ensure polystyrene and similar lightweight materials are weighed down.
- Efficient management strategy for the removal of excavation spoil and other construction waste.

Minimising negative effects on the environment

- Contaminants kept on site are safely stored with the necessary procedures in place for leaks and spillages etc.
- Temporary lighting will be directional to ensure minimal light spillage across the site.
- Lighting to be used as necessary during operational working hours only.

WHEEL WASHING

- 5.02 In order to efficiently control the amount of dust, soil and dirt on the road caused by deliveries and removal of construction waste a localised wheel washing facility will be provided at the site. Vehicle tyres will be checked, brushed off and washed if necessary before they leave site. Banksmen will maintain the cleanliness of the highway with periodic sweeping and washing.

TREE PROTECTION

- 5.03 Refer separate Arboricultural Report prepared for the associated Planning Application.

WASTE DISPOSAL AND RECYCLING STRATEGY

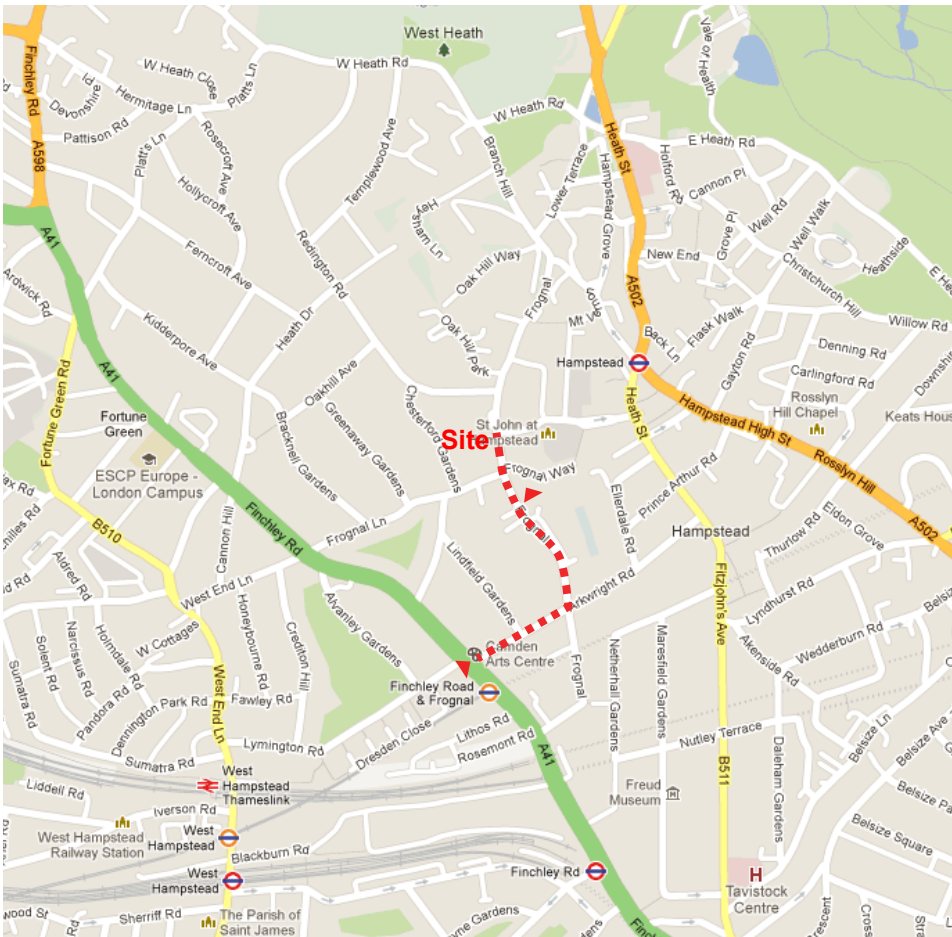
- 5.04 An effective Waste Management Plan is to be developed by the appointed Main Contractor following award of contract. The following are actions that will be carried out as necessary to minimise and control the disposal of rubbish/waste and recyclable materials resulting from demolition, excavation and construction works.

Reduction and management of site waste/spoil

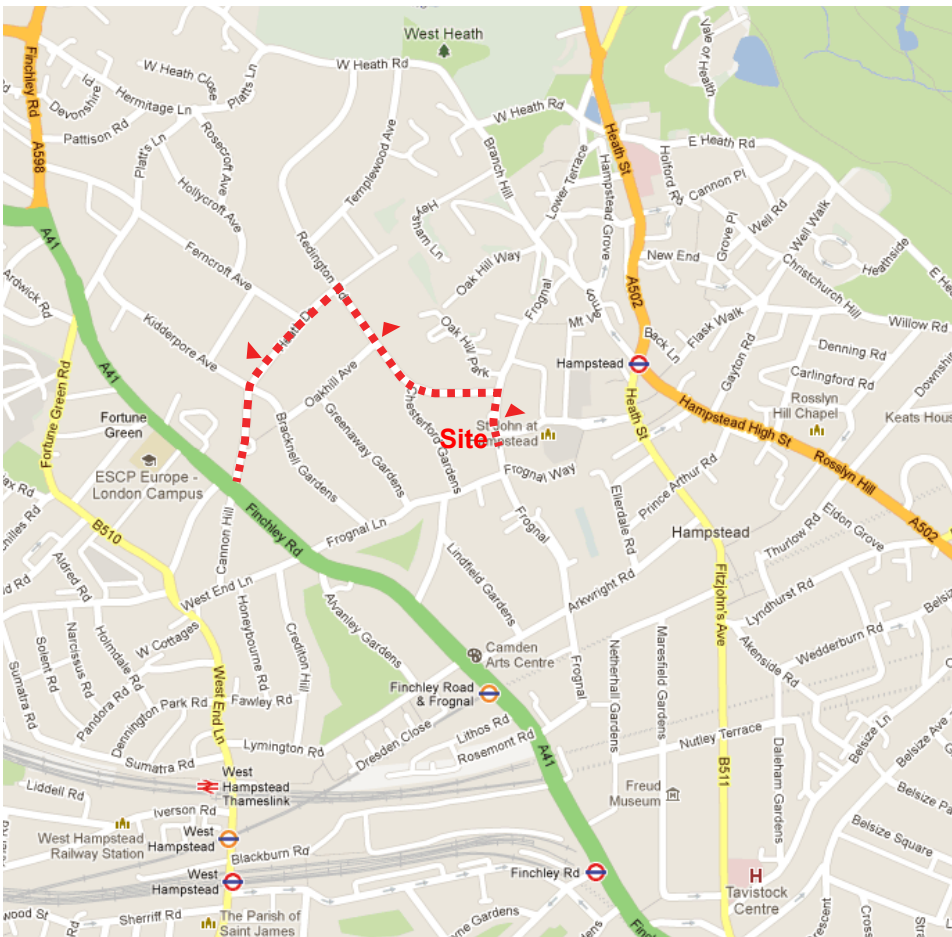
- The appointed Contractor will ensure that all waste material that is to be removed from site is separated, recorded and relevant materials are taken to waste recycling stations for recycling where possible.
- Records of the waste recycling will be made available by the designated recycling stations.
- Segregation of waste types to facilitate effective recycling activities.
- Efficient storage of waste materials prior to removal.
- A duty of Care is administered, legal and health and safety requirements are complied with during the disposal of wastes.
- Consultation with suppliers/specialists to determine the appropriate disposal methods for waste products and containers.
- It will be the responsibility of the appointed contractor to ensure the site area under his control is clear from the buildup of rubbish.

(i) Potential Routes

APPENDIX A



Proposed/Potential Site Approach (Subject to approval/confirmation by local authority and Main contractor)



Proposed/Potential Site Departure (Subject to approval/confirmation by local authority and Main contractor)