

Construction Management Plan



45 Holmes Road, London NW5 3AN

DRAFT ISSUE

19th March 2014

This construction management plan has been produced by Tiuta Properties for the redevelopment of 45 Holmes Road. The works consist of the demolition of existing structure and construction of a mixed-use development.

1.0 Introduction:

The development known as 45 Holmes Road, resides in the London Borough of Camden, and is located to the East of Azania Mews and the West of Holmes Road with its access and entrance adjacent to 55 Holmes Road.

The proposed upper and lower ground floors of the development provide approximately 845 square metres of commercial space.

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.

2.0 Site Location:

The site address is 45 Holmes Road Road, London NW5 3AN. On the diagram below its location is depicted by the red/hatched with the entrance via Holmes Road and bordered by Inkerman Road and Cathcart Street. 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 construction will be constricted to typical construction hours of 8am to 6pm Monday to Friday, and 8am to 1pm on Saturdays. Heavy lorries and deliveries to access and exit the site shall be limited to access from Kentish Town Road. Supervising 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. Tiuta Properties intends to hold meetings with local residents and stakeholders throughout the construction to provide a platform for any concerns.

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 to be made via Holmes Road with access from Kentish Town Road, and will be controlled adequately by the contractor through means of appropriate staff to facilitate the required task. No parking or waiting will be allowed on Holmes Road for longer than five minutes at any one time.

Deliveries shall not take place between 08:20 – 09:00 and 15:00 – 15:45 to allow safe arrival and departure of school children in the local vicinity.

The site entrance will be a gated during the construction for security and safety. We estimate the following vehicles will be accessing the site:

- 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 reduce during the main phase of construction works to approximately 4 per day.



Figure 4.1 Basic Accesses and Surrounding Region

The normal development traffic will be controlled during working hours, in addition to traffic outside of these hours through consultation of the local authority and/or neighbouring residents.

In addition to the provisions above, a dedicated member of the construction team 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 entry / exit point 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 at the point of where works are ready to commence as such all personnel on-site will be suitably trained, have an understanding of the site itself and will be 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 demolition of the existing buildings and the clearing of the site of all demolition material and existing foliage and detritus via the site access on Holmes Road.

The demolition will be conducted using relative medium sized machinery which will be able to gain access via the proposed access arrangement. This will include also protection and disconnection of any services which are currently serving the building.

The construction works elements will be approached in a typical systematic 'bottom-up' construction method, with the Lower Ground Floor being excavated and constructed first with consideration for any service routes required. Further floors and walls will follow in typical fashion at each iteration of the development.

5.1 Programme of Works (estimated):

Demolition Start: February 2015

Construction Start: April 2015

Project Completion: March 2016

6.0 Crane Location

It is the intention of Tiuta Properties 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.

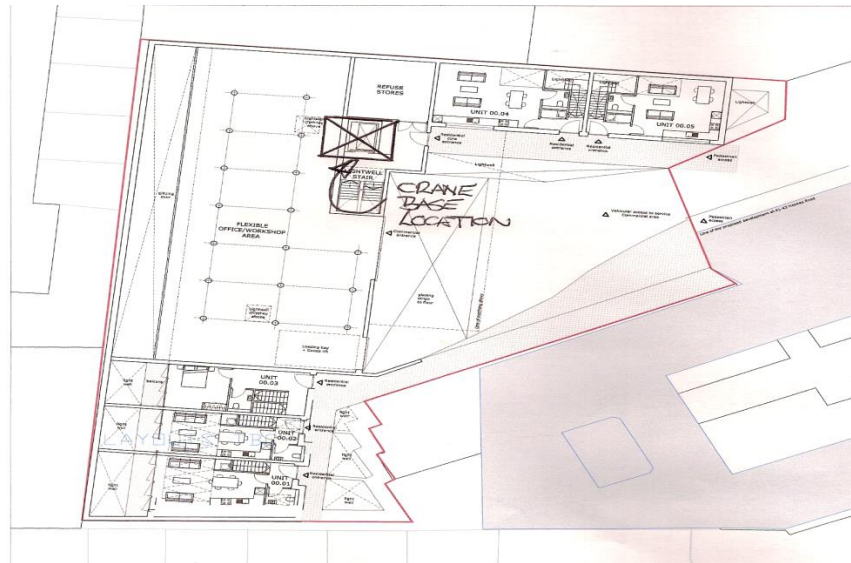


Figure 6.1: Approximate Crane Base Location

The crane itself will be set-up to avoid over-sail apart from the collection of materials from the 'delivery collection point' on site 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.

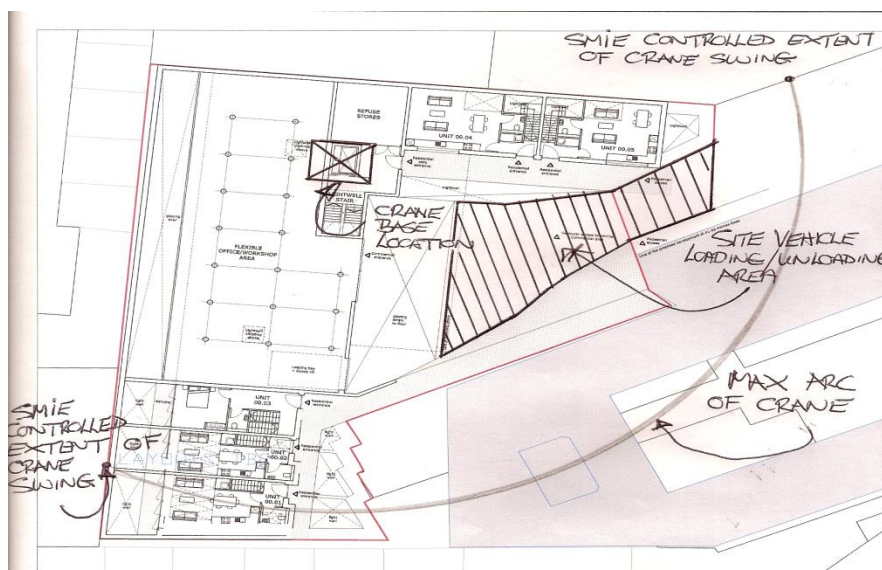


Diagram 6.2: Approximate Crane Zones and Delivery Collection Point

7.0 Construction Environmental Impact

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 and jet washers will be used to clean vehicles leaving the construction site. This will be to alleviate any potential 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 fully compliant with TFL cycle safety scheme and will be fully sheeted, once loaded, to minimise the risk of any overspill onto the highway. Suitable provisions will also be made in regards to vehicles removing debris generated from the site.

7.2 Dust control

We 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.

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.

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

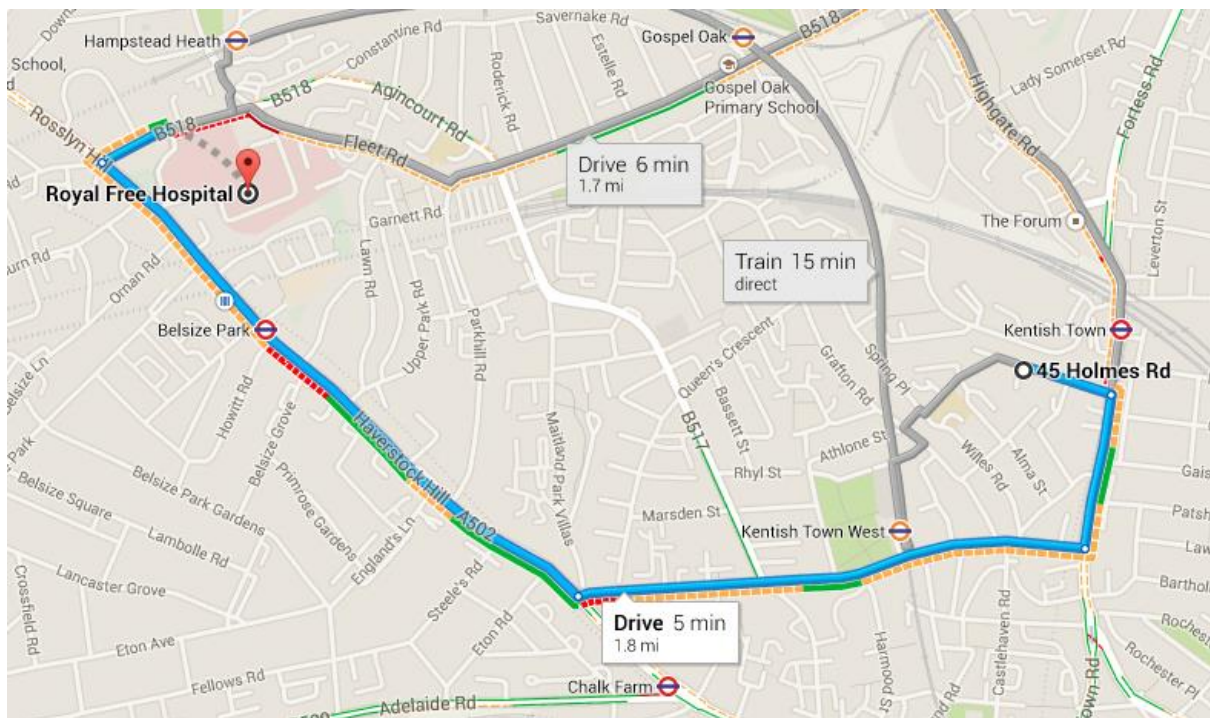


Diagram 9.1: Directions from the site to the nearest A&E Department.

10. Environmental Plan and Strategy:

10.1 Waste Management

The site itself will be subject to a Site Waste Management Plan (SWMP). 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

We will endeavour to monitor 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 Neighbourly Consultation and Relationships

11.1 General Conduct

As an aspiring developer, Tiuta Properties are aiming to deliver construction projects with amicable relationships with all stakeholders, clients, neighbours and the general public alike. As such, we intend to deliver the development whilst ensuring due care and attention is provided to the community and environment in which we are working.

Our professional and site team will have the on-going responsibility of warranting good relations with neighbouring residents, business and the general public and designated member of the site team will be appointed at the outset to provide a point of contact that will be responsible for community relations.

We will be ensuring that during school commencement and finishing hours, no deliveries or removals will be made from site in order to protect the safety of local school children as per section 4.0.

11.2 Consultation

Consultation in regards to the development has previously been conducted to which the feedback has been of a positive nature.

From the above documentation it is evident the following consultation processes have taken place:

- 1st February 2014 – Meeting with key stakeholders – except local Ward members
- 19th February 2014 – Public Exhibition
 - Approximately 1000 homes received a leaflet drop/inviting them to attend the exhibition
- 14th February 2014 – Meeting with St.Patrick's Primary School
- 28th February 2014 – Meeting with Collège Français Bilingue de Londres

Further information relating to the consultation process and feedback can be seen in the attached appendices.

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.