URS

10a Belmont Street

Construction Management Statement (CMS)

March 2015

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Prepared for:
Hallmark Property Group

UNITED KINGDOM & IRELAND

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1. INTRODUCTION

URS has been commissioned by Hallmark Property Group to develop a Construction Method Statement (CMS) for the 10A Belmont Street Basement level scheme to be submitted as part of the planning application.

1.1 Site Information

The basement development is to accommodate and enhanced the existing B1a office space at 10A Belmont Street (London, NW1 8HH). The basement extension will be located under the rear extension and existing yard, at 10A Belmont Street. This will allow the utilisation of additional 280sqm of space to be created by excavation as a result of piling and underpinning to the existing structure to support the rear extension and part of the open yard.

The proposed basement floor consists of B1/B1a office space facilities including office staff dining and gym area, refuse store, storage, toilet facilities and pump rooms. The proposed basement floor is divided into two distinct spaces; the area under the rear extension contains toilets, storage and pump room, with the second area under the rear yard containing office staff dining and gym areas. The access into the proposed basement is through the main stairs and lifts from within the 10A Belmont Street office space, which connect the basement and ground floor.

The 10A Belmont Street building is currently vacant with no tenants therefore being affected by construction work.

The development site is centrally located within London Borough of Camden (LBC) in north London. The surrounding area is densely populated with a large number of residential buildings, shopping amenities and educational facilities within the vicinity of the site. A site location plan is shown in **Appendix A**.

1.2 Construction Site Activities

A number of activities are to be conducted as part of the construction of the proposed basement level. The activities include:

- Hoarding line to be brought forward in to the rear yard, allowing sufficient space for construction activities;
- Underpinning the rear extension already constructed, to support the existing foundation/piles with reinforced concrete foundation walls in sections of 2 meters wide known as pins;
- Placement of capping beam and reinforced concrete slab to both sides of the rear extension;
- Basement area under the yard to be piled against the rear extension;
- Capping beams to piles to be installed;
- Excavation of half the area of the proposed basement under the rear yard, leaving half of this area for collection and discharge of all construction waste;
- Digging and entering the basement under the rear extension. Underpinning is carried out in a structured sequence by staggering each pin to allow for structural stability and to avoid the need for temporary support;
- Haulage operations of construction waste and building material to be placed in allocated skips ready for recycling;

- Placement of drainage pipes and services under the basement floor;
- Casting reinforced concrete facing wall and basement floor slab to the area under the rear extension and half of the basement under the rear yard;
- Casting the ground floor slab over the basement area in the rear yard;
- Excavation of the second half of the basement under the rear yard;
- Casting the remainder of basement reinforced concrete facing wall and floor slab;
- Casting the final section of ground floor reinforced concrete slab to the rear yard;
- Installation of all internal division walls, fixtures and fittings; and
- Deliveries of construction materials, and plant equipment.

1.3 Scope

A detailed CMS is required to support the application proposals and the scope of the document includes the following:

- Introduce the CMS and provide an overview of the site including the key issues to be addressed within the document;
- Provide information relating to the site, including its location, size and the nature of the development;
- Outline the details for the construction process, including specifications of the works programme, likely trip generation, possible routing to and from the site as well as main access points, delivery scheduling employed as part of the construction programme and the use of holding areas where necessary;
- Set out the likely method of management of the construction process including an assessment of highway impact, swept path analysis, parking, loading and unloading arrangements and hours of operation of the construction site;
- Specify the methods of traffic management to be employed during the construction process, including vehicle types utilised and the interaction with other road users including pedestrians, buses, parked vehicles and cyclists;
- Consider a range of policies and procedures which may need to be introduced during the construction process in order to ensure on-site waste minimisation, sustainable access to the site by its construction workforce and potential for common procurement and collaboration where possible;
- Outline the likely monitoring and review processes employed to ensure compliance and adherence to timescales and commitments during the construction process; and
- Detail how the CMS will be managed including the contact details of a representative from the local authority and other relevant stakeholders.

CMSs set out a strategy for dealing with each construction phase of a development and provide mechanisms to mitigate traffic and transport impacts associated with construction. This CMS has been prepared in line with the best practice measures detailed in the Transport for London (TfL) *Construction Logistics Plan Guidance* document, published in April 2013.

This plan aims to ensure the schemes construction:

- Operates efficiently;
- Allows for good traffic flow;
- Prevents disturbance to the surrounding area;
- Prevents congestion and air pollution;
- Ensures that vehicle movements around the site do not produce unnecessary noise and pollution;
- Provides location points to site, unloading and storage points within the site;
- Identifies sensitive land uses within the surrounding area; and,
- Provides an adequate number of Marshals and banksmen.

This CMS is submitted during the planning application stage and is considered an outline plan to support the planning application.

1.4 Status of the CMS

The CMS should be referred to when:

- Planning works to minimise, remedy or mitigate the effects on the environment;
- Undertaking all works that may have an impact on the environment;
- Communicating with stakeholders.

Once the CMS has been agreed with relevant stakeholders it will be adopted and developed in further detail by the principal contractor and made available to all parties so that it can be used as a practical construction and communication management tool and reference source.

It should be noted that any future amendments to the information contained within the CMS must be approved by Camden Council and complied with thereafter. An up-to-date CMS will be kept in the proposed site office and all construction staff will be made aware of its location for reference as required.

1.5 Exclusions

The principal contractor will prepare a specific Health and Safety Plan for site works to cover all activities within the construction process for the development. This CMS only considers transport related risks and management.

1.6 Report Structure

The remainder of this report is structured as follows:

- Section 2 outlines the construction details
- Section 3 presents the traffic management measures
- Section 4 sets out the development and use of policies and procedures
- Section 5 outlines the monitoring compliance, reporting and review to be undertaken
- Section 6 presents the Construction Method Statement and its management

2. CONSTRUCTION DETAILS

This chapter discusses the details of construction to be considered and includes the provision of a construction vehicle routing strategy, which will identify principal and secondary routes to the site, along with a methodology for managing the logistics plan for site access. An enforcement strategy will also be designed to ensure construction routing and best practice are kept and adhered to.

The construction of the development will include the provision of appropriate servicing facilities, and off-street loading bays, are provided where necessary. These arrangements will be identified by the principal contractors should they be required during construction.

The principal contractor will be tasked with ensuring that the measures proposed within this document as well as other best practice are employed to protect local residents, users of local buildings and passers-by from nuisance or harm.

2.1 Site Hoarding Area

The proposed activities to be conducted for the construction of the proposed basement will include positioning the hoarding line within the rear yard, to allow sufficient space for the required construction activities. The site hoarding area is shown in **Appendix B**.

2.2 Works Programme

It is envisaged that the total duration of the proposed basement construction work will take 7 months, however the external construction work will only take 4 months and all remaining work thereafter will be internal to the building. The construction of the proposed basement would be part of the overall ongoing building work at 10A Belmont Street, expected to be completed in October 2015.

The construction programme will take place over four phases of development, and the external construction work will be carried out over a 4 month period. . The indicative construction programme is shown in **Appendix C**.

Phase 1 comprises the site clearance and will enable the installation of the necessary hoarding and the setting out of the basement line in preparation for underpinning and piling.

Phase 2 will be undertaken as part of the basement construction, providing the foundation to rear extension, and will include the underpinning, piling and reinforced concrete capping beams to the piling necessary to provide structural support for the existing building foundation.

Phase 3 comprises the excavation and construction stage of the basement development. The work to be undertaken during this phase comprises:

- Haulage operations of spoil and building material to be placed in allocated skips ready for removal and recycling;
- Construction of basement and ground floor reinforced concrete slab in stages as per the construction programme;
- Construction of basement floor internal walls including link access to the lift/stairwell cores;
- All external finishes and removal of hoarding.

Most materials required during Phase 3 will be delivered via Belmont Street and some through Ferdinand Street.

Phase 4 will provide the services and internal finishes to the basement construction and comprises all internal layout aspects, partitions and finishes, service layout and installation of the pump room, water tank, pipes and drainage connections and all electric wiring and air-condition/plant installations.

2.3 Potential Trip Generation

Based on the current programme, and in consultation with potential contractors, an assessment has been carried out which identifies the predicted volume of construction vehicles. The anticipated vehicle volumes are summarised in **Appendix D**. It should be noted that although a time period has been set for each activity, the total number of vehicles specified for each task within that period will not be evenly spread over that time period. The information presented in **Appendix D** will be utilised for target-setting and the measurement of actual road activity to ensure that highway network impact is managed throughout the construction process.

Based on the construction programme provided by Hallmark Property Group shown in **Appendix C**, it is anticipated that there will be 4 phases of construction for the development. Hallmark Property Group has also provided a Construction Vehicle Volume Table which is presented in **Appendix D**. It is forecast that the maximum number of construction vehicle movements that will occur during the construction period is 16 movements (i.e. 8 vehicles accessing and then egressing the site) per day at any point during the 7 month construction programme.

This maximum of 16 vehicle movements is likely to relate to material deliveries and/or spoil removal from the site. It is envisioned that these vehicle movements will be limited to fewer than three per hour. In addition they are likely to take place between the hours of 10:00 and 16:00, and therefore outside the general road network peak hours of 08:00-09:00 and 17:00-18:00.

This information will be utilised for target-setting and the measurement of actual road activity to ensure that highway network impact is managed throughout the construction process.

2.4 Workforce Traffic

No public transport infrastructure or routes will be affected by the construction.

The pedestrian access route via the servicing yard, used as a short cut from the 10A Belmont Street rear servicing yard to Ferdinand Street, will be inaccessible during construction. However, due to the availability of other route alternatives, this is not envisaged to be an issue. This includes accessing the bus stops located along Ferdinand Street.

The site is within approximately 250m walking distance of Chalk Farm London Underground station with access to the Northern line.

Staff will be encouraged to travel to the site via sustainable modes, including buses, cycling and walking. Parking bays within the vicinity of the site have pay and display restrictions placed upon them to manage parking in this area.

Contractors will be responsible for encouraging their workers to use sustainable methods of travel to access the site including by public transport.

Meetings will be arranged to inform staff and visitors of the opportunities available to access the site by sustainable travel modes and information will be provided on a notice board within the site to ensure visitors and staff are aware of their travel options.

The impact of any workforce traffic will be spread over a number of hours due to staggered shift patterns reducing the effect on the surrounding road network and public transport capacity.

2.5 Vehicular Access

There are two points of vehicular access into the site. The primary point of access is located in front of 10a Belmont Street via a paved area. This area is also used as a loading area for large vehicles which are unable to access the rear of the development due to a height restriction.

The second point of access is located to the rear of the site via Ferdinand Street. The access road runs between Kent House and Tottenhall House, provides access to a car park and service area and is subject to a 3.2m height restriction. Maintenance and refuse vehicle access will therefore be maintained during construction by the primary access.

Vehicles are unable to access the site between Ferdinand Street and Belmont Street via Mead Close due to an operational locked key card gate.

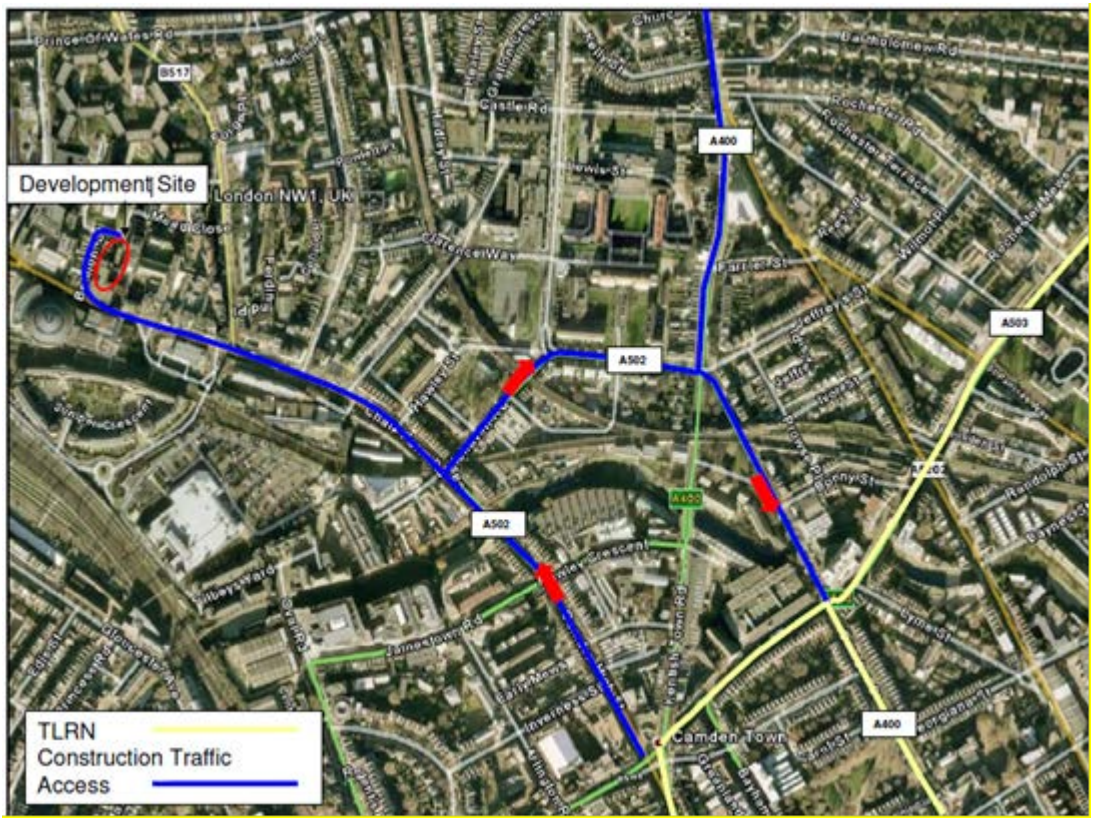
2.6 Routing

Vehicles will be required to use an appropriate route when delivering goods and materials to the site which will be communicated to all visitors travelling by vehicle. This will reduce congestion levels on both the local and strategic highway networks and will also reduce air and noise pollution levels in line with the London Lorry Control Scheme.

The advised routing will be informed by TfL's Freight Journey Planner (http://freightplanner.tfl.gov.uk) which provides personalised routings for freight vehicles based on journey time and vehicle size. The website can be used by Freight Operator Recognition Schemes (FORS) accredited companies and further information relating to the FORS scheme can be found in **Section 4**.

It is envisaged that vehicular access to the site is obtained via the A400 Camden High Street and the A503 Camden Road to the west, and will form the most suitable strategic links to accommodate construction vehicles. The A400 links with the A502 one way system, which then links with the A503. Construction vehicles will then join the A502 to the east of the site to access the site. These roads will also be used to egress the proposed development site.

The construction traffic route into and out of the proposed site is shown in **Figure 2.1** below.



Source: ©Google Earth Image 2009 BlueSky

Figure 2.1 Construction Traffic Access Route

It should be noted that the roads outlined above form part of Camden's Strategic Road Network or Local Distributor Network and are therefore suitable to accommodate the construction traffic associated with the proposed development.

It should be noted that these roads may not form the only routes which are used. The principal contractor will identify appropriate routes through the TfL Freight Journey Planner website to ensure start and end points are appropriately considered. This will also help ensure that the routes are suitable for accommodating different types of construction associated with the scheme.

Vehicle routing will be reviewed by the principal contractor at regular intervals throughout the construction period.

Materials will be predominantly delivered via Belmont Street during stage four. A number of deliveries will also be delivered via Ferdinand Street.

2.7 Delivery Scheduling

The delivery schedule will be agreed in writing with Camden Council to ensure that the hours of work and any deliveries do not take place outside of the agreed working hours detailed in Section 2.14.

A delivery booking system will be operated by the principal contractor's site traffic manager in order to mitigate the following:

- Queuing outside the site
- Arrival of unscheduled deliveries
- Deliveries arriving late due to supplier despatch misunderstandings (for example)

- Deliveries failing to arrive
- Incorrect quantities or materials arriving in error, requiring the vehicle to be sent away, or an additional 'part-load' vehicle delivery being required to make up delivery requirements
- Delivery vehicles arriving early with the intention of being dealt with out of turn
- No staff or equipment being available on-site to unload the vehicle.

The delivery booking system will aim to avoid unnecessary vehicle movements to and from the site. It will also, importantly, reduce the possibility of construction vehicles queuing outside of the site waiting to be processed. Banksmen will be employed to ensure the efficient and safe movement of vehicles into and out of the site including in front of 10a Belmont Street within the paved area.

The delivery booking system will contribute towards reducing / mitigating potential negative environmental and/or social impacts the construction traffic may have on the surrounding area, including on nearby residents and businesses. Without the booking system in place the impacts could potentially include increased noise and air pollution as well as highway congestion and reduced accessibility to Belmont Street, Ferdinand Street and adjoining roads.

2.8 Use of Holding Areas

The principal contractor will ensure that collections and deliveries take place away from main roads as well as major bus routes. Holding areas for vehicles accessing the site will be provided in locations which do not impact the highway network including within the site boundary where possible.

2.9 Permit Schemes and Access

The principal contractor will review the requirement for an advance booking system and assist in ensuring peak hour delivery to the site is significantly restricted. These measures will help reduce the impact of the construction period on the local highway network.

The site manager, will be tasked with providing freight operators and their staff confirmation of the preferred and secondary routes to access the site, locations where to deliver raw materials as well as waste collection arrangements.

2.10 Parking Bay Suspension

As part of the works, a single parking bay suspension will be required on the eastern side of Belmont Street to the front of numbers 8, and a single space to the front of number 11.

2.11 Heavy Good Vehicle Types and Swept Path Analysis

A number of types of heavy goods vehicle will serve the site. It is envisaged that the following types of vehicles will be used:

- Light Vans – used by individual trade contractors, typically during the final fit-out of the proposed development (approximately 7.2m long and 2.2m wide)
- Rigid Skip Lorries – for removal of demolition waste (approximately 7.5m long and 2.5m wide)
- Tipper Bodied Rigid Lorries – for removal of demolition waste and spoil from the site (maximum of approximately 10.2m long and 2.5m wide)
- Box/Flatbed Rigid and Articulated Lorries – for the delivery of some plant, bedroom modules and other construction materials (maximum 16.5m long and 2.5m wide)
- Articulated Low Loader – for the delivery of some construction plant (maximum 16.5m long and 2.5m wide).

Swept path analysis has been undertaken to ensure that the largest rigid and largest articulated vehicles are able to access the site from both Ferdinand Street and Belmont Street. Because of height restrictions at the Ferdinand Street access point, vehicles requiring a clearance in excess of 3.2m will be required to access the site from Belmont Street instead. Access to site has therefore been considered from both directions. A large articulated low loader vehicle (16.6m long and 2.5m wide) has been used as part of this exercise for accessing the site from Belmont Street. The swept paths are contained in **Appendix E**.

In addition a large rigid tipper (which has a maximum length of 10.2 m and a maximum width of 2.5 m) was also selected to illustrate the ability for rigid articulated vehicles to access/egress the site from Belmont Street. This vehicle was considered appropriate due to its large overall size, and that smaller articulated vehicles, rigid vehicles and light goods vehicles could also undertake these manoeuvres.

The tracking of the articulated vehicle indicates that any delivery by this type of vehicle will require the temporary suspension of the northern parking bays as in the above discussion. At the time of writing it is not anticipated that any articulated vehicles will be required during construction as a large tipper vehicle is able to cope with the size of deliveries required. Therefore, these spaces will be temporarily suspended when low loader vehicles are required to access the site with deliveries.

The requirement of the use of these vehicles is expected to be infrequent and for very short periods of time. As such, the additional parking suspensions which will be required to accommodate these vehicles will be applied for on a case by case basis, and the duration of any suspension will be limited to the time required. The relevant applications will be made for these suspensions.

The swept paths demonstrate that a large articulated low loader vehicle and a large rigid tipper would be able to enter turn right into Belmont Street from Chalk Farm Road, turn left at the next junction and then reverse back towards the Belmont Street site access once the appropriate parking suspensions have been implemented.

These vehicles would be able to access the site without overhanging or overrunning any kerb lines. It is also therefore expected that a wide variety of smaller construction vehicles are also able to successfully undertake this manoeuvre.

Swept path analysis was also undertaken for the Ferdinand Street access route via the access road to the read servicing yard. Outputs of this analysis are also included in **Appendix E**. Because of the height restriction at this location, vehicles no larger than a large rigid tipper (which has a maximum length of 10.2 m and a maximum width of 2.5 m) will be able to access the site from this side. Swept path analysis suggests that vehicles will be able to access the site from this approach with no issues.

2.12 Loading and Unloading Arrangements

All parking and loading activity directly associated with the site will be carried out within the curtilage of the site hoarding.

The contractor will provide a clear policy to its staff for the loading and unloading of any materials on-site. The site manager will request an estimate of the time required to load or unload any materials on-site to ensure that there is no conflict of any space within the site. The site manager will inform any vehicles arriving on-site that it is deemed unacceptable to arrive before they are scheduled so that vehicles are not waiting in potentially hazardous locations or creating congestion.

The loading and unloading of any equipment, materials and scaffolding will be undertaken with due care to keep noise levels to a minimum. This will be overseen by an appropriate member of staff employed by the principal contractor.

2.13 Parking

The site is located within a Controlled Parking Zone (CPZ) which restricts on-street parking on the surrounding roads. Workers who travel by car would therefore need to make use of pay and display spaces which are in operation between 08:30 and 23:00 during the week. Although as referred to previously, construction workers will be encouraged not to drive to the site. The nearest pay and display spaces are situated on Belmont Street, Ferdinand Street, Chalk Farm Road, Ferdinand Place, Malden Crescent and Crogsland Road.

Residential parking bays are located along the length of Belmont Street. Motorcycle parking bays are also located on the western side of Belmont Street in the vicinity of the junction with Chalk Farm Road with the capacity for approximately 13 motorcycles. The parking bays in the vicinity of the site are shown in **Figure 2.2** below.

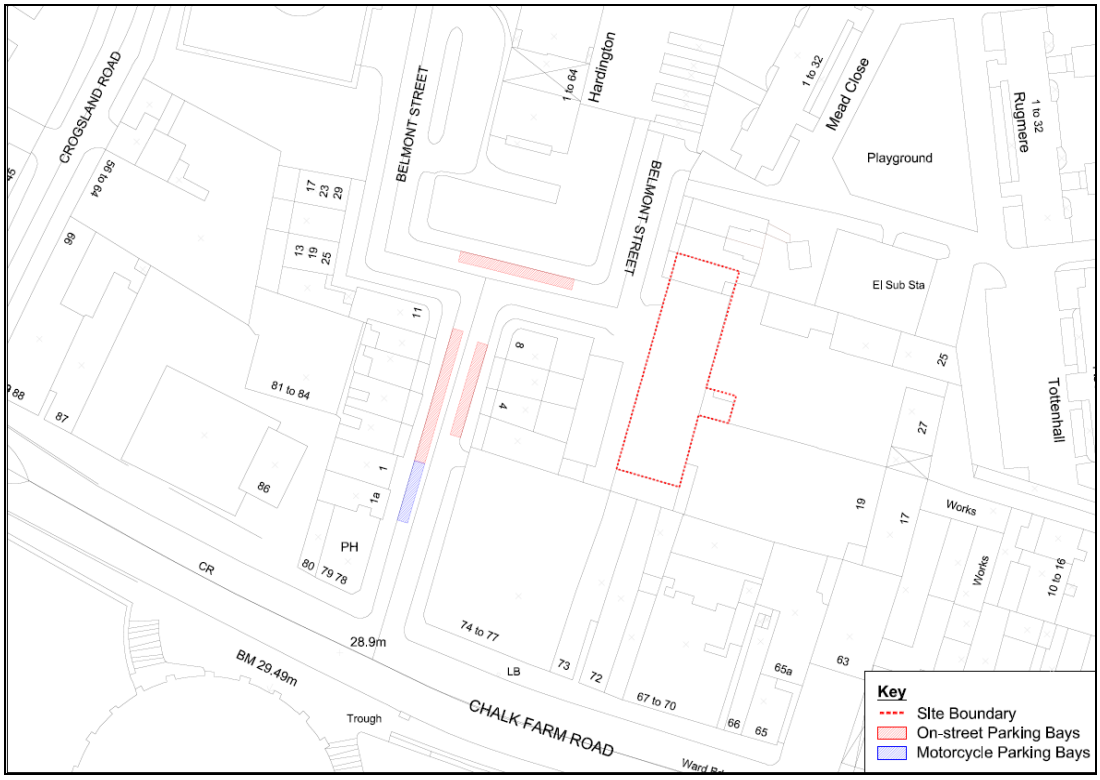


Figure 2.2 Parking Bays within the Vicinity of the Site

The residential CPZ on Belmont Street is in operation between 08:30 and 18:30 on weekdays, 09:30 and 17:30 on Saturdays and between 09:30 and 17:30 on Sundays. Belmont Street is reduced to a one-way operation when these bays are in use as vehicles are required to give-way to one another. Due to the low vehicular flow on this link, the one-way operation does not have a significant impact on the operation of the link. The on-street parking bays along Belmont Street are shown below in **Figure 2.3**.

Figure 2.3 On-Street Parking along Belmont Street

2.14 Hours of Operation

The delivery schedule will be agreed in writing with Camden Council and it is anticipated that the working hours (including deliveries) will coincide with the following as referenced on the Camden Borough Website:

Monday – Friday 08:00 to 18:00

Saturday 8:00 to 13:00

No work to be carried out on Sundays or Bank Holidays unless necessary licence is obtained from Camden Council.

It should be noted that vehicles will travel to / from the site during the hours shown above where possible. Deliveries will also be limited to between 10:00 and 16:00 to reduce the impact upon local traffic and to aid vehicle movements along Belmont Street. Any intention to work outside of the agreed hours will require an agreement in writing made between the contractor, TfL and Camden Council.

3. TRAFFIC MANAGEMENT

The principal contractor will ensure that an appropriate number of banksmen and marshals are employed on-site. This will be dependent on the construction methods used, phase of construction and the number of vehicle trips generated during construction.

3.1 Vehicle 'Muck' Control

It is anticipated that there will be little or no need for vehicle wheel wash, as all excavation for this stage of development would be dealt with by filling up skips and collected by small lorries which will be parked on hard surface at the rear courtyard via Ferdinand Street and also on the front to Belmont Street.

In addition, there will be a road sweeper and a wheel wash on hand to clear up any material inadvertently spread on the public highway by vehicles accessing/egressing the site as quickly as possible after any identified occurrence.

3.2 Pedestrian Movement and Route Diversions

Authorised site personnel accessing the site office at the rear of the building on foot will be via Belmont Street and the new access.

Lit footways of suitable width are provided on both sides of Chalk Farm Road, Belmont Road and Ferdinand Street in the vicinity of the site. Banksmen will monitor the use and cleanliness of these footways during the construction programme in order to provide safe passage for pedestrians.

Appropriate signage and hoarding will also be used to advise pedestrians of the ongoing construction works, as well as of safe routes.

3.3 Access to Public Transport Facilities

No public transport infrastructure or routes will be affected by the construction works. Although the bus stops on Ferdinand Street will not be accessible via the service yard to the rear of the site, alternative routes will be available.

3.4 Cycle Movement and Route Diversions

No London Cycle Network (LCN) cycle routes will be affected by the construction works.

Although there are no formal cycle routes/tracks in the vicinity of the site there are a number of roads which are relatively quiet and are recommended for cyclists in the TfL Local Cycling Guide. There are also other roads to the east within the vicinity of Camden Road station which are signed for cyclists including along Royal College Street (A5202) and St Pancras Way. Cyclists are able to access the surrounding area including Hampstead Heath, Swiss Cottage, Kentish Town and Camden via various quieter routes recommended for cyclists.

The cycle parking located to the front of the building on Belmont Street will remain open during the construction period.

3.5 Local Community Engagement

The developer of the site understands the importance of engaging with the local community regarding the development of this CMS.

The local community will be invited to attend a construction working group, at a location and at times agreed by Camden Council. It is proposed that meetings will be held monthly throughout the construction period.

Residents will be invited to the group by way of a letter drop which will provide details of proposed dates and the location of the meetings along with the contact details of the project manager.

The developer will continue to liaise with the local community with respect to the construction of the proposed development as outlined above.

The hoarding used to secure the site will make the construction purpose clear, in addition to displaying information on how and where to contact the site management.

3.6 Community Liaison

Contractors shall keep residents and others informed about unavoidable disturbances such as noise, dust, or the disruption of traffic. Clear information shall be given well in advance and in writing.

A contact board will be displayed in a prominent location to ensure that problems can be rectified quickly, and that residents and others can channel their questions or complaints to a member of staff who has the authority to take action.

All contact boards shall include the following materials:

- Name of the main contractor, address and person to whom correspondence should be addressed
- Name of the site manager
- Month and year of completion of works
- Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works with a contact name and telephone number (including that to be used outside normal working hours), as well as an address to which any enquiries should be directed. Such notification shall take place at least a week prior to the works commencing.

The applicant shall ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely to the local community affected by the works. It shall also be notified to the Pollution Enforcement team via the Camden Website.

Should noise, vibration or dust complaints arise from the building construction or building works, these complaints must be recorded in a complaints register and be made available to Camden Council, if requested. The complaints register will include the following information:

- Details of those making a complaint
- Date and time of complaint made
- Causes of complaint
- Action taken to resolve the complaint
- Date and time of action taken to resolve the complaint
- Reasons for any unresolved complaint.

4. DEVELOPING AND USING POLICIES AND PROCEDURES

The contractors will ensure that all vehicles accessing the site comply with the requirements of the London Low Emission Zone (LEZ). Complying with this policy will help reduce the impact of construction activities taking place on-site.

The Freight Operator Recognition Schemes (FORS) will be used by the proposed contractor. This free membership scheme will enable LGV and HGV operators in London to act in a safer, more efficient and environmentally considerate manner. This scheme, encouraged by Transport for London, provides recognition for delivery operators which:

- Create safer drivers, aiding to significantly reduce collisions
- Encourage suppliers to improve their fuel economy
- Provides a system to identify 'at risk' drivers, and target training and incentives effectively
- Deliver more certainty with deliveries and collections
- Promote fewer journeys to and from site.

A detailed strategy for managing Health & Safety will be produced and made available for review at all times in accordance with Construction (Design & Management) Regulations 2007. This document will be referred to as the “Site Environmental, Health and Safety Plan”.

5. MONITORING COMPLIANCE, REPORTING AND REVIEW

The developer will be responsible for monitoring the success of the CMS. Monitoring will be undertaken continually throughout the construction programme which will include the use of a delivery booking and tracking system. Monitoring reports will be provided to Camden Council at agreed intervals.

It is recognised that the environmental impact of construction activity will be reduced through the regular monitoring and review of the CMS. Such monitoring will consider the following elements:

- Compliance with contracts between the principal and sub-contractors
- Trip generation and the reduction of any identified impacts of trips through mitigation measures
- Use of alternative transport modes
- Adherence to benchmarks and targets
- Adherence to timescales

6. CONSTRUCTION MANAGEMENT STATEMENT MANAGEMENT

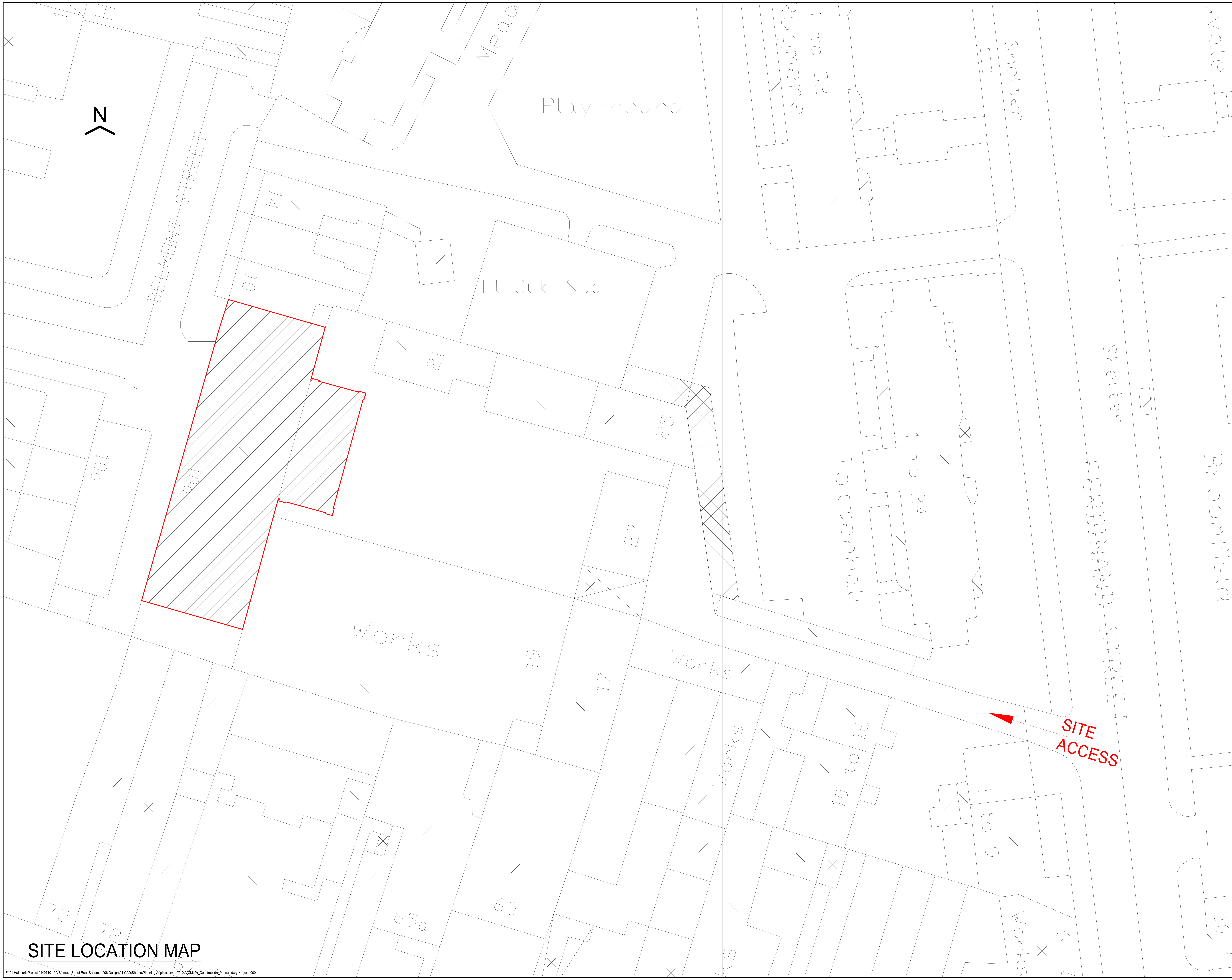
It is acknowledged that the agreed contents of the CMS must be complied with unless otherwise agreed by Camden Council. The principal contractor's project manager will work with Camden Council to review this CMS if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Camden Council and complied with thereafter.

The principles identified in this CMS are considered to form a robust basis and framework for on-going development and implementation of the CMS.

It is envisaged that the principles described in this document will be developed in further detail as the construction methodology is progressed by the principal contractor. Contractors will be expected to employ their own 'in-house' management systems to meet the overall aims of the CMS.

The overarching aim of the CMS is to provide a safe environment for the site workforce and the surrounding business and residential community throughout the duration of construction.

APPENDIX A SITE LOCATION PLAN



SITE LOCATION MAP

REVISIONS

Rev.	Date	By
-	-	-

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

RISETALL LTD

Project Title

Basement Extension
10A Belmont Street,
LONDON NW1

Drawing Title

Site Location Map

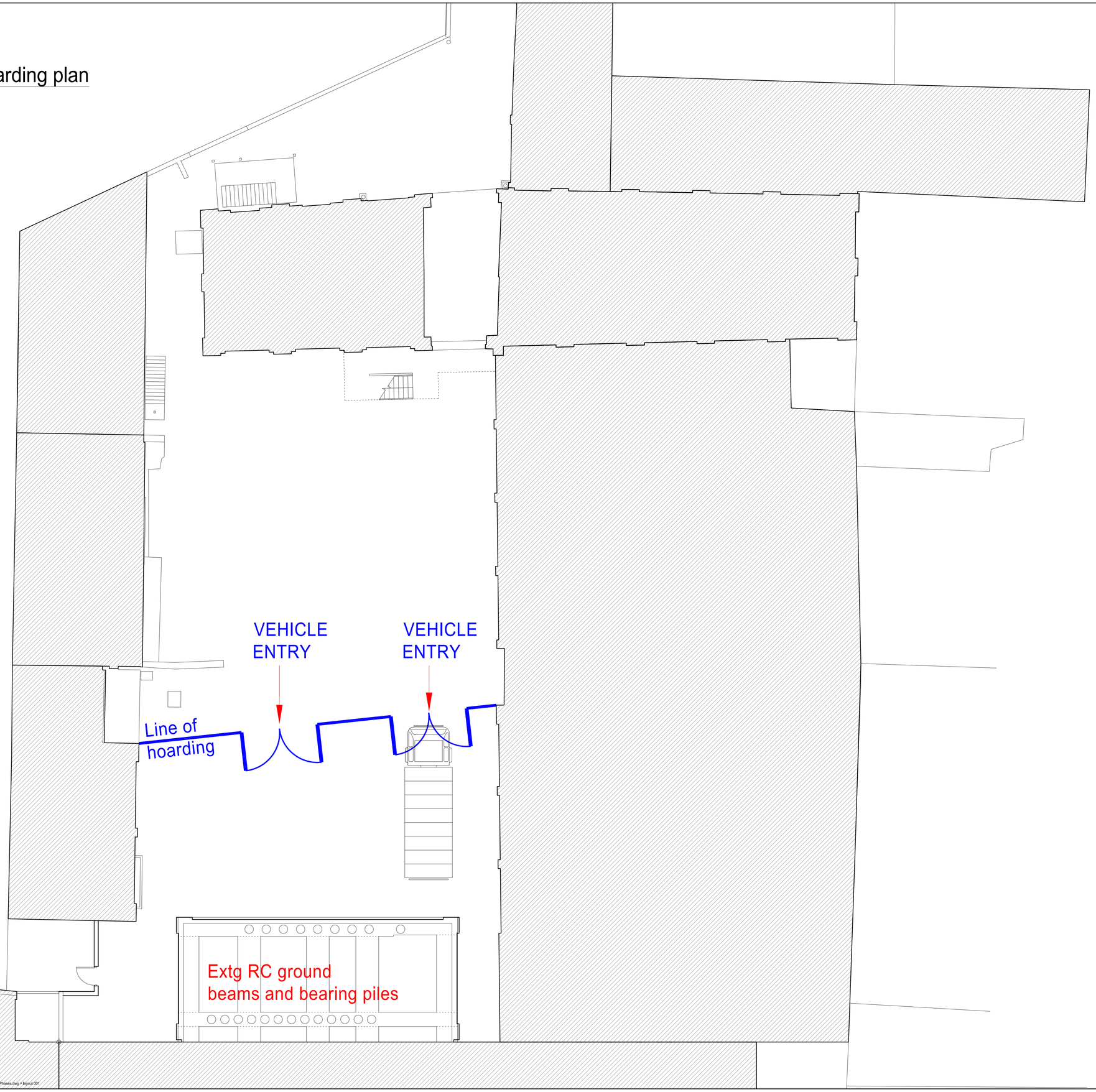
Scale 1: 200@A1, 1:400@A3 Date Aug 2014
Drawn LV Checked -
Drawing No. Rev.

140710-A(CTMP)000 -

CAD plot date: 06 Aug 2014 - 03:09pm

APPENDIX B SITE HOARDING PLAN

001 - Hoarding plan



REVISIONS

Rev.	Date	By
-	-	-

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

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46 Great Marlborough Street
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W1F 7JW
Telephone; 020 7494 9000 Fax; 020 7494 4944

Client

RISETALL LTD

Project Title

Basement Extension
10A Belmont Street,
LONDON NW1

Drawing Title

Proposed Hoarding

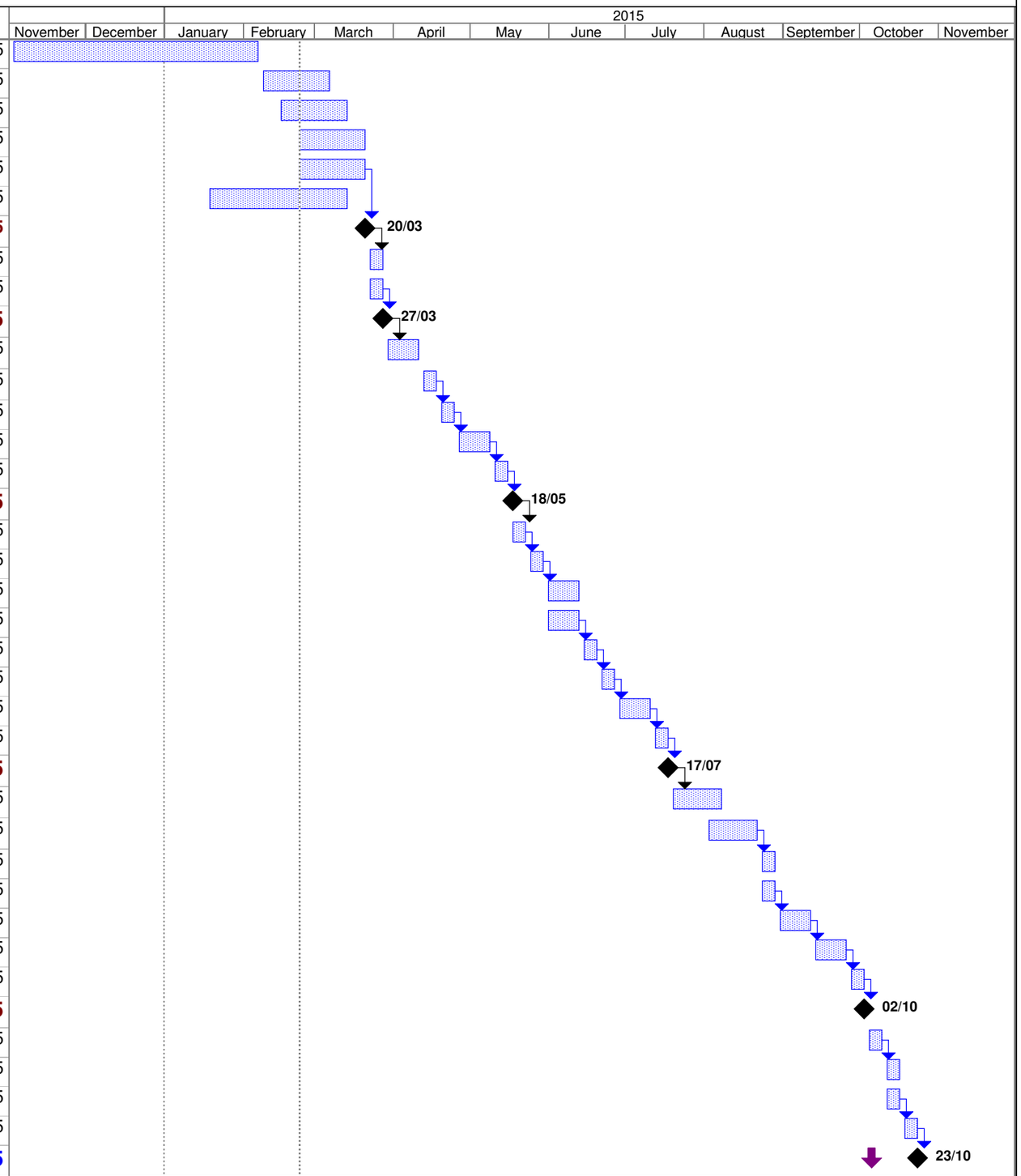
Scale	1: 100@A1, 1:200@A3	Date	Aug 2014
Drawn	LV	Checked	-
Drawing No.			Rev.
140710-A(CTMP)001			-

CAD plot date: 06 Aug 2014 - 03:10pm

APPENDIX C INDICATIVE CONSTRUCTION PROGRAMME

10a Belmont Street, Camden, London NW1
Rear Basement Construction Programme
23/02/2015

ID	Task Name	Duration	Start	Finish
1	Party Wall Matters	14 wks	Mon 03/11/14	Fri 06/02/15
2	Sub-Structure Detail Drawing Package	4 wks	Mon 09/02/15	Fri 06/03/15
3	Structural Engineers Foundation Design	4 wks	Mon 16/02/15	Fri 13/03/15
4	Structural Engineers RCSlab and Wall Design	4 wks	Mon 23/02/15	Fri 20/03/15
5	Services Engineers Drainage Design	4 wks	Mon 23/02/15	Fri 20/03/15
6	Construction Detail Drawing Package	8 wks	Mon 19/01/15	Fri 13/03/15
7	**Phase 1 - Site Clearance**	**0 days**	**Fri 20/03/15**	**Fri 20/03/15**
8	Hoarding Instalation	1 wk	Mon 23/03/15	Fri 27/03/15
9	Setting out Survey	1 wk	Mon 23/03/15	Fri 27/03/15
10	**Phase 2 - Foundation to Rear Extension**	**0 days**	**Fri 27/03/15**	**Fri 27/03/15**
11	Underpin existing rear extension ring beams	2 wks	Mon 30/03/15	Fri 10/04/15
12	Cast New RC capping beams	1 wk	Mon 13/04/15	Fri 17/04/15
13	Cast RC slab to side of rear extension ground floor	1 wk	Mon 20/04/15	Fri 24/04/15
14	Piling around Basement to rear service yard.	2 wks	Mon 27/04/15	Fri 08/05/15
15	Cast Capping Beam	1 wk	Mon 11/05/15	Fri 15/05/15
16	**Phase 3 - Excavation & Construction Stage**	**0 days**	**Mon 18/05/15**	**Mon 18/05/15**
17	Stage 1 Excavation reduce to blinding level	1 wk	Mon 18/05/15	Fri 22/05/15
18	Excavate under rear extension	1 wk	Mon 25/05/15	Fri 29/05/15
19	Form RC walls & Underpin Ground Beams	2 wks	Mon 01/06/15	Fri 12/06/15
20	Cast Basement Slab and RC facing Wall to Stage-1	2 wks	Mon 01/06/15	Fri 12/06/15
21	Cast Ground Floor RC Slab to Stage-1	1 wk	Mon 15/06/15	Fri 19/06/15
22	Stage 2 Excavation reduce to blinding level	1 wk	Mon 22/06/15	Fri 26/06/15
23	Cast Basement Slab and RC facing Wall to Stage-2	2 wks	Mon 29/06/15	Fri 10/07/15
24	Cast Ground Floor RC Slab to Stage-3	1 wk	Mon 13/07/15	Fri 17/07/15
25	**Phase 4 - Services and Internal Finish Stage**	**0 days**	**Fri 17/07/15**	**Fri 17/07/15**
26	Internal Layout and Partitions	3 wks	Mon 20/07/15	Fri 07/08/15
27	Pump Room Installation	3 wks	Mon 03/08/15	Fri 21/08/15
28	Water Tanks Installation	1 wk	Mon 24/08/15	Fri 28/08/15
29	Drainage Connection	1 wk	Mon 24/08/15	Fri 28/08/15
30	Electric wiring and connections	2 wks	Mon 31/08/15	Fri 11/09/15
31	Aircondition/Plant Installation	2 wks	Mon 14/09/15	Fri 25/09/15
32	All external finishes	1 wk	Mon 28/09/15	Fri 02/10/15
33	**Hoarding Removal**	**0 days**	**Fri 02/10/15**	**Fri 02/10/15**
34	Heating & Water Distributions	1 wk	Mon 05/10/15	Fri 09/10/15
35	BT Cable Distributions	1 wk	Mon 12/10/15	Fri 16/10/15
36	Final Internal Residential and Commercial Fit out	1 wk	Mon 12/10/15	Fri 16/10/15
37	Final Building Inspections	1 wk	Mon 19/10/15	Fri 23/10/15
38	**Building Works Completion**	**0 days**	**Fri 23/10/15**	**Fri 23/10/15**



Project: 10a Belmont Street
Date: 23rd February 2015

Task — Progress — Summary — External Tasks — Deadline
Split — Milestone — Project Summary — External Milestone

APPENDIX D CONSTRUCTION VEHICLE VOLUME TABLE

Construction Phase	Sub Phase Activity	Volume	Activity Duration	Vehicle Type	# Vehicles	Veh / Day	Move / Day
Site Clearance *	• Small vehicles (e.g. vans) to clear rubbish from site. No demolition required. • 1. Piling and underpinning area of rear basement. 2. Excavation down to 3.6 meters below rear extension and yard level. 3. Large Skips on section of the rear yard above area of basement. 4. Most delivery Lorries to come via Ferdinand Street to drop of empty large skips and remove filled ones. 5. Some large deliveries will be via Belmont Street. 6. All materials will be delivered from Belmont and Ferdinand Street.						
PHASE-1 SITE CLEARANCE	Hardcore	$1m^3$	1 days	$9m^3$ Lorry	1	1	**2**
Site Clearance and Hoarding	Timber and Steel	$7m^3$	1 day	$9m^3$ Lorry	1	1	**2**
	Re-cycled material removal	$2m^3$	1 days	$9m^3$ Lorry	1	1	**2**
PHASE-2 FOUNDATION	Hardcore	$4m^3$	2 days	30 tonnes	2	1	**2**
	Concrete foundations	$77m^3$	14 days	$9m^3$ Lorry	12	2	**4**
	Steel	40 tonnes	10 days	Flat Bed	4	1	**2**
	Soil Removal	$48m^3$	12 days	30 tonnes	6	2	**4**
PHASE-3 EXCAVATION & CONSTRUCTION	Soil Removal	$528m^3$	30 days	30 tonnes	66	4	**8**
	Steel	65 tonnes	22 days	Flat Bed	8	1	**2**
	Concrete	$132m^3$	30 days	$9m^3$ Lorry	17	2	**4**
PHASE-4 SERVICE & INTERNAL FITOUT	Concrete	$30m^3$	20 days	$9m^3$ Lorry	4	2	**4**
	Steel	18 tonnes	20 days	Flat Bed	3	1	**2**
	Timber	$60m^3$	16 days	Flat Bed	10	**3**	**6**
	Block work	40 m^3	10 days	Flat Bed	6	2	**4**
	Re-cycled material removal	$20m^3$	3 days	30 tonnes	4	2	**4**
Site Clearance and Hoarding Removal	Timber and Steel	$6m^3$	1 day	$9m^3$ Lorry	1	1	**2**
	Internal fittings	$38m^3$	20 days	Flat Bed	10	2	**4**
	Service connections	$12m^3$	6 days	Flat Bed	3	1	**2**
	Doors & frames	3 tonnes	8 days	Flat Bed	1	1	**2**
	Internal finishes	$4m^3$	4 days	Small vehicle/vans	10	6	**12**

APPENDIX E SWEPT PATH ANALYSIS

This drawing is for preliminary purposes only and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES

Revision Details	By / Check	Date	Suffix

10a Belmont Street
Camden

Client
Hallmark Property Group

Construction Logistics Plan
Swept Path Analysis
Large Articulated
Low Loader

Purpose of issue: Final

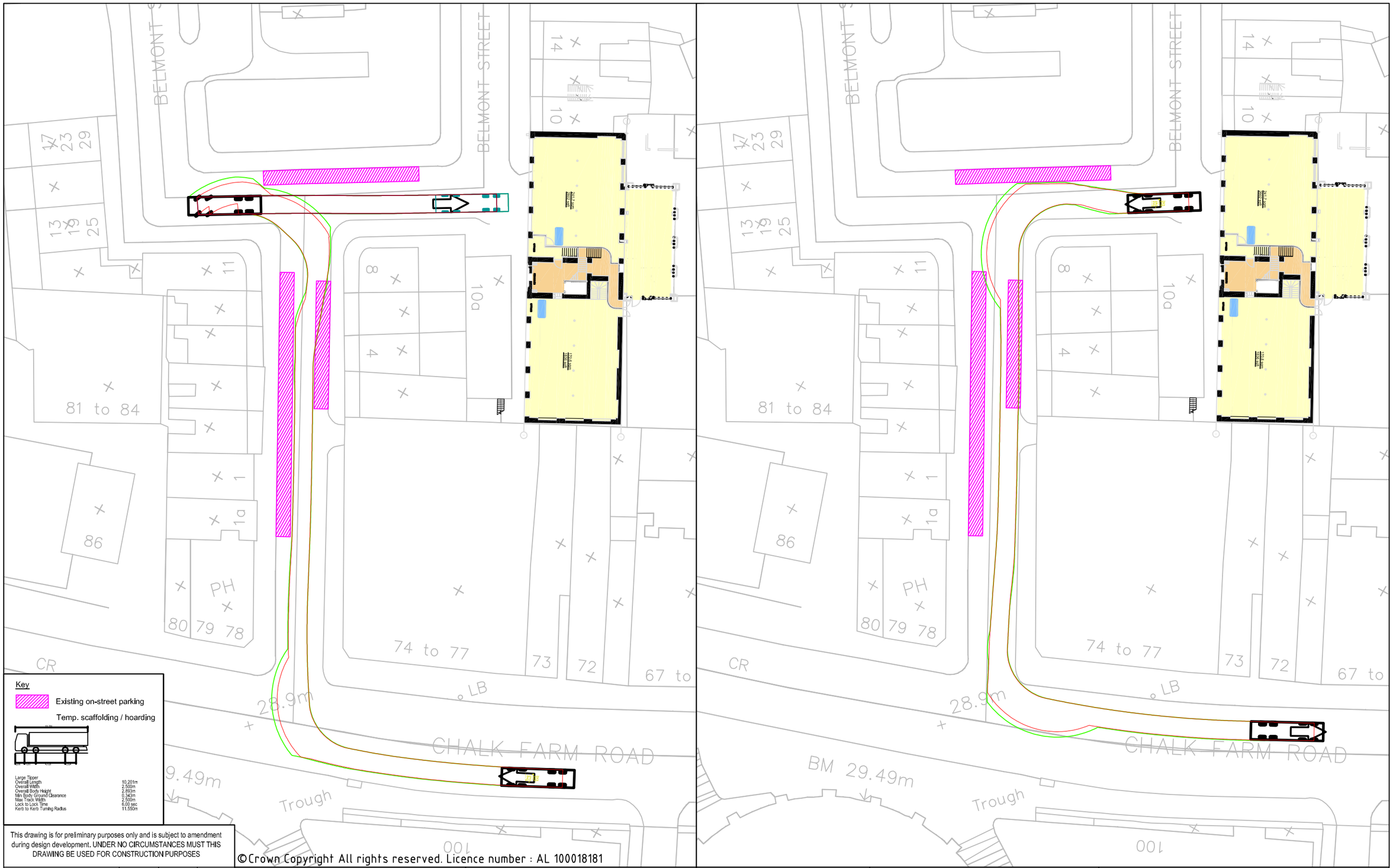
Drawn	Approved	Revision
JB	EE	-
Checked	Date	Date
KP	August 2014	-
URS Internal Project No. 47059671		Scale @ A3 NTS

Drawing Number: 47059671\CLP-001 | -

Alexandra Court
36 Church Street
Great Baddow, Chelmsford
0207 963 9900
01245 476 121
www.urscorp.eu

URS

Plot Date : 20/08/2014 12:36:34
File Name : \\LN-WIP-001\LN_TRANSPORT\TRANSPORTATION LONDON\47071381 - 10A BELMONT STREET CLP\12_AUTOCAD\47071381 - 10A BELMONT STREET CLP - ORIGINAL SPA UPDATED



This drawing is for preliminary purposes only and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES

Revision Details	By / Check	Date	Suffix

10a Belmont Street
Camden

Client
Hallmark Property Group

Construction Logistics Plan
Swept Path Analysis
Large Tipper

Purpose of issue
Final

Drawn	Approved	Revision
JB	EE	-
Checked	Date	Date
CJB	August 2014	-
URS Internal Project No.		Scale @ A3
47059671		NTS

Drawing Number
47059671\CLP-002 -

Alexandra Court
36 Church Street
Great Baddow, Chelmsford
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01245 476 121
www.urscorp.eu

URS

Plot Date : 20/08/2014 12:35:04
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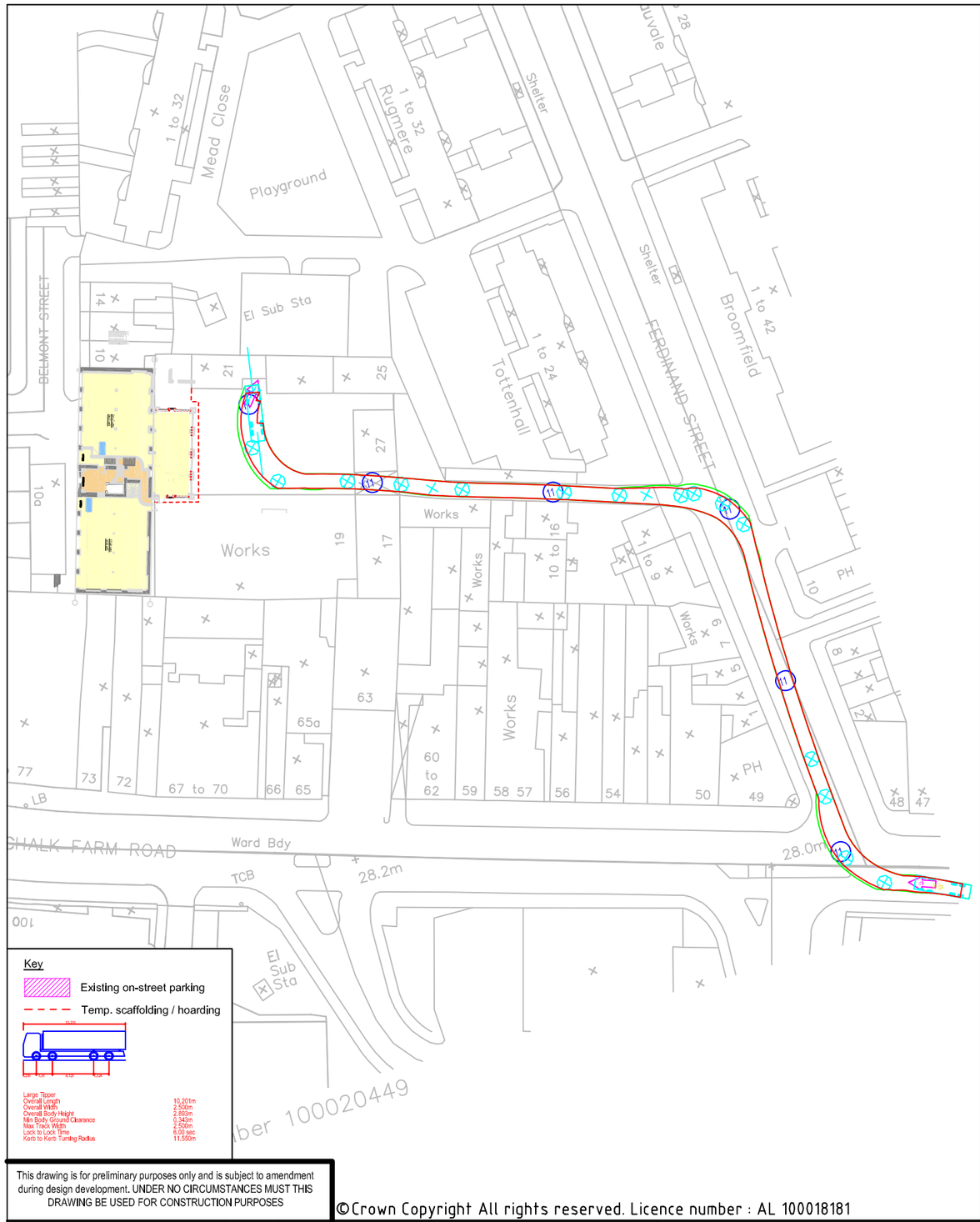

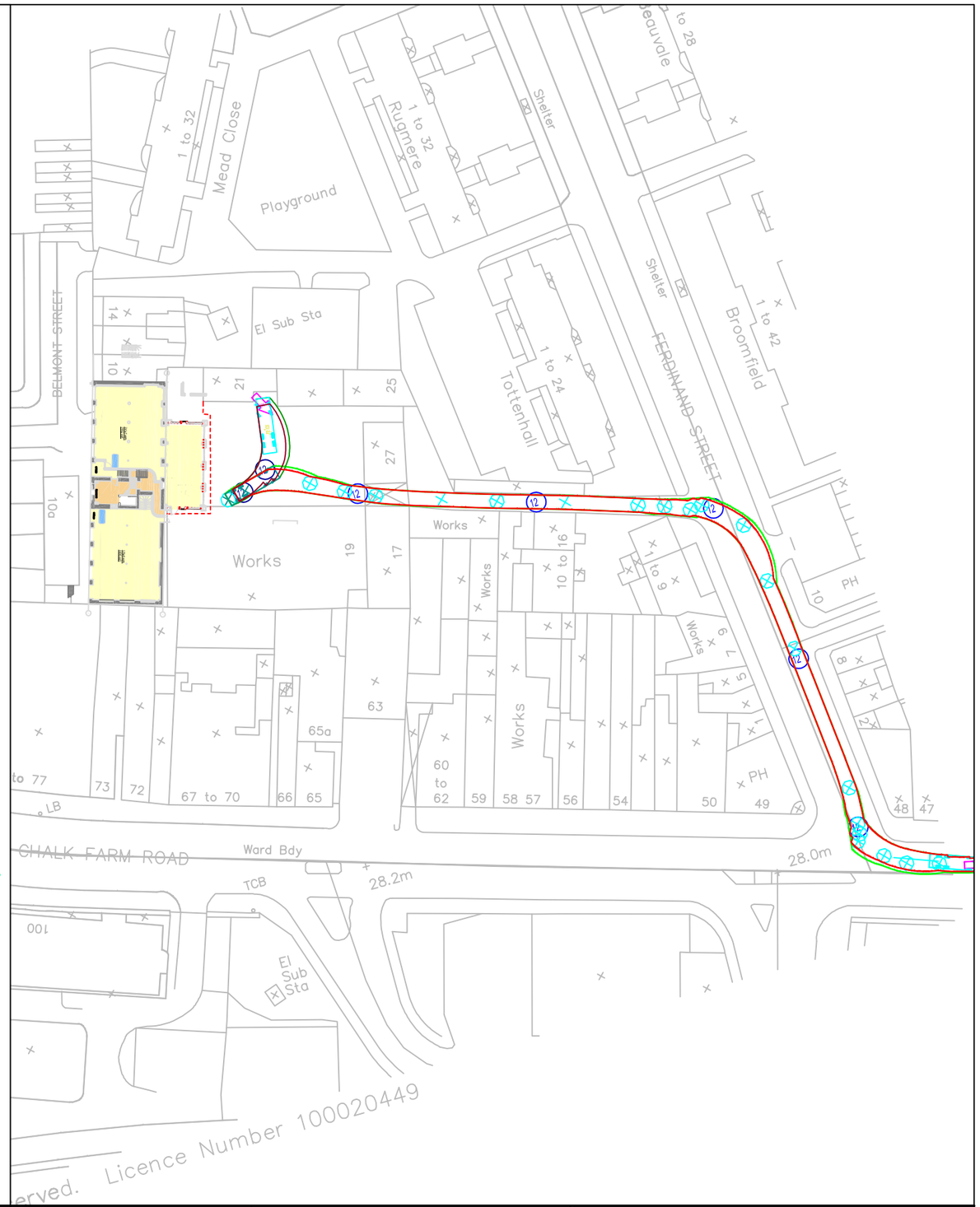

Key

Existing on-street parking

Temp. scaffolding / hoarding

Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	11.550m

This drawing is for preliminary purposes only and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES

Revision Details	By / Check	Date	Suffix

10a Belmont Street
Camden

Client
Hallmark Property Group

Construction Logistics Plan
Swept Path Analysis
Large Tipper
Access Via Ferdinand Street

Purpose of issue		
Final		
Drawn	Approved	Revision
JB	EE	-
Checked	Date	Date
CJB	August 2014	-
URS Internal Project No.		Scale @ A3
47059671		NTS

Drawing Number
47059671\CLP-003 -

Alexandra Court
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Great Baddow, Chelmsford
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URS

Plot Date : 21/08/2014 18:50:53
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