

Construction Management Plan



45 Holmes Road, London NW5 3AN

19th May 2015

This construction management plan has been produced by Tiuta Properties Limited and 160 Iverson Limited for the redevelopment of 45 Holmes Road.

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 works consist of construction of a roof structure along with 8 flats made up of 1 x one bed, 4 x two bed and 3 x three bed together with common parts. The proposals seek to retain the existing commercial floor space and one residential unit and provide eight residential units above the existing building. Alterations and improvements will be made to the external fabric of the existing building.

2.0 Site Location:

The site address is 45 Holmes 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 1.1: Site Location

3.0 Working Hours and Travel

3.1 Proposed Working Hours

The construction will be restricted to typical construction hours of 8am to 6pm Monday to Friday, and 8am to 1pm on Saturdays. Heavy lorries and deliveries access to and from 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

with Camden Council. Tiuta Properties Ltd and 160 Iverson Ltd intend to hold meetings with local residents and stakeholders throughout the construction process 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 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 average of 1 per day with maximum of 3 per day.

The normal development traffic will be controlled during working hours, in addition to traffic outside of these hours through consultation with 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.

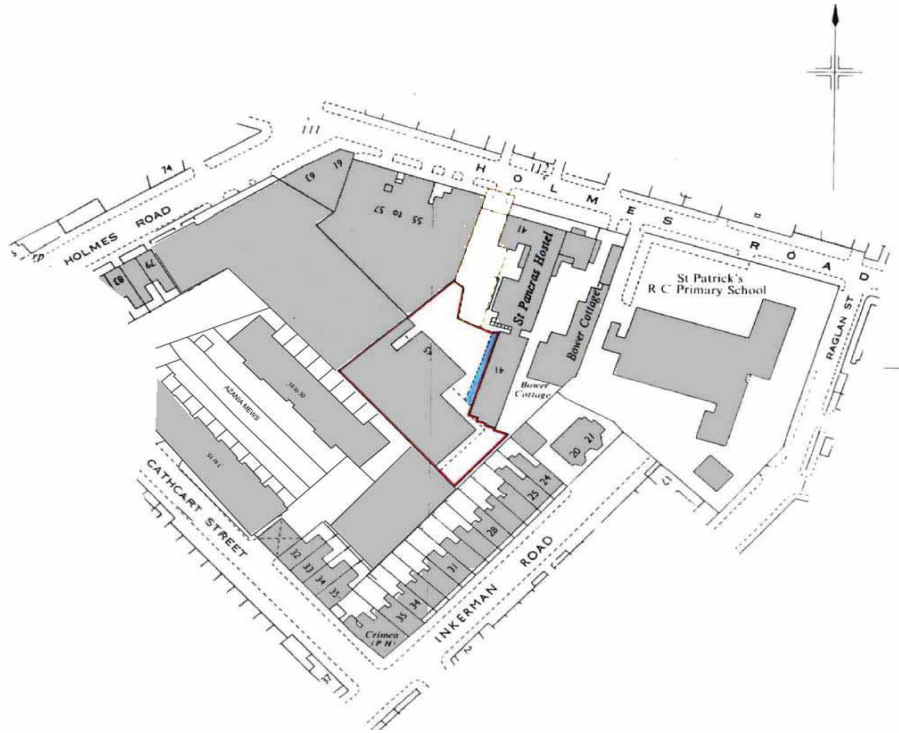


Figure 4.1 Basic Accesses and Surrounding Region

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

As it is anticipated that the commercial units will be able to operate throughout the development of the building, special precautions will be taken to protect both operators and customers visiting the ground floor of the property. This will include the provision of crash decks over the ground floor units and entrances to ensure the general public are not put at any risk.

5.1 Programme of Works (estimated):

The programme for the original consented project had been estimated at fifteen months due to the more complex nature of the project including extensive excavation works. This revised project is anticipated to take no more than nine months thereby reducing the programme duration by at least 6 months.

6.0 Lifting devices

A telescopic spider crane or similar will be positioned on the first floor slab for a period of 4-12 weeks to assist with the lifting of heavy goods and materials:



Figure 6.0: Spider Crane

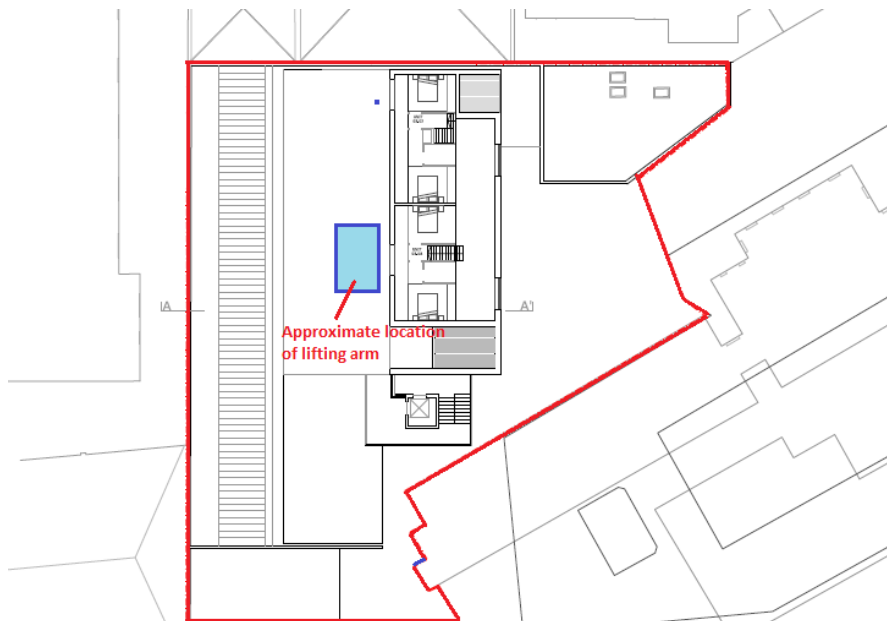


Figure 6.1: Approximate Spider Crane Base Location

Disclaimer: please note the plan layouts enclosed in Diagrams 6.1 and 6.2 may be subject to change but the annotations and positions of machinery are likely to remain the same.

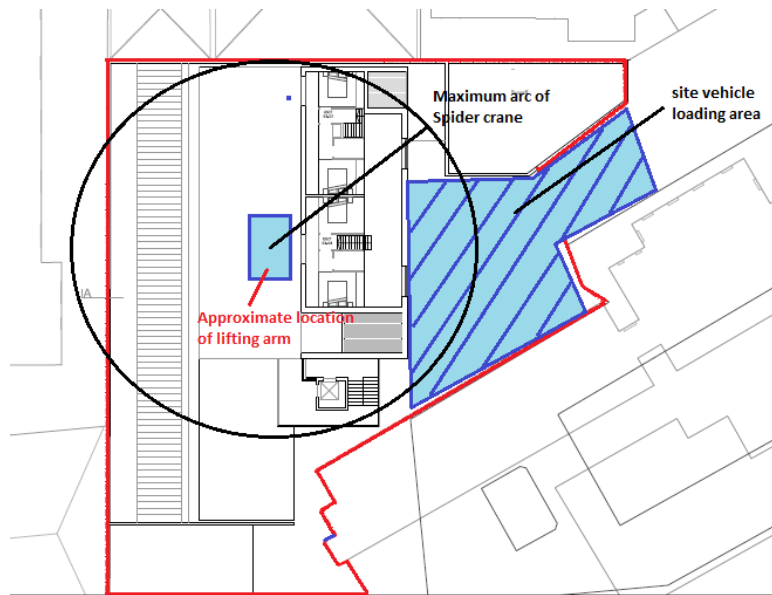


Diagram 6.2: Approximate Spider Crane Zones and Delivery Collection Point

7.0 Construction Environmental Impact

The project will be registered with Considerate Constructors ensuring a high quality code of conduct and best practice is achieved and maintained on site at all times.

7.1 Control of Dirt on to the Public Highway

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:

- 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: rft.pals@nhs.net

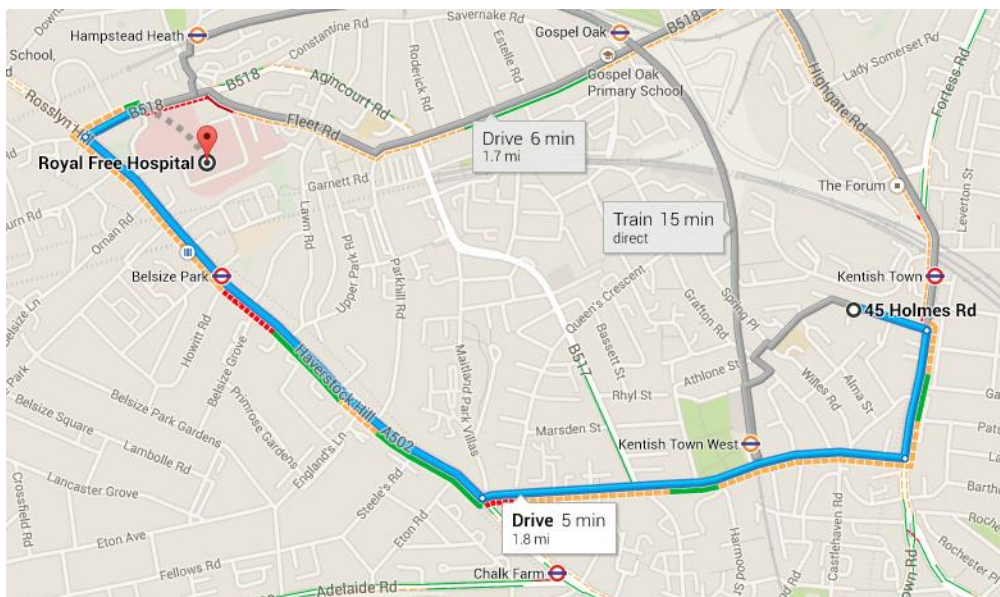


Diagram 9.1: Directions from the site to the nearest A&E Department.

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 aspiring developers, Tiuta Properties Ltd and 160 Iverson Ltd 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:

- 11th April 2015– Meeting with key stakeholders – except local Ward Members
- 11th and 12th May 2015 – Public Exhibition
- Approximately 1000 homes received a leaflet drop/inviting them to attend the exhibition

Further information relating to the consultation process and feedback can be seen in the Statement of Community Involvement, submitted as part of the planning application.

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.