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DRAFT CONSTRUCTION MANAGEMENT STATEMENT

For

**1 ARDWICK ROAD,
LONDON, NW2 2BX**

May 2015

Issue 1

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This document is to be used as a guide for site construction for the main contractor and other site operatives.

This document is not to be used for Construction Health and Safety purposes.

1. Proposed Programme

Main Contract Works

Commence: To be confirmed

Duration: Estimated to be 9 months.

2. Introduction

1 Ardwick Road is located on the corner plot on the Hocroft Estate in the London Borough of Camden. The semi-detached property is arranged over four floors (three storey plus basement) situated on the corner plot where Ardwick Road adjoins Fortune Green Road. Ardwick road is characterised by two to three storey traditional residential properties, many of which have various rear extensions. The site is not listed and is not within a conservation area.

1 Ardwick Road is approximately a 20 minute walk from Hampstead station and approximately 20 minute walk from Cricklewood overground station, which both provide links into central London. Hampstead Village and West End Lane are also within a short walk from Ardwick Road.

3. Proposal of Works

It is proposed to convert the single family dwelling house into eight self-contained flats with lower ground floor excavation to the front and rear extensions at lower ground floor, first floor and second floor together with internal alterations and refurbishment.

4. Demolition Works

The proposal includes excavation of a basement at 1 Ardwick Road beneath the entire footprint of the property along with rear extension at lower ground floor to provide two self-contained flats. A lightwell is proposed at the front of the property and excavation to the side to provide access to the flats. Rear extension at first and second floor along with internal works is proposed in order to re-design the layout of the space.

The site is located in a residential area with members of the public accessing and egressing residential properties, therefore additional care must be taken at all times to ensure their safety.

Vehicles shall not be held in any adjacent streets awaiting site access, clear access for Fire appliances, ambulances etc shall be maintained at all times. The roadway surfaces will be kept clear and free from any project debris at all times. All vehicles accessing and egressing the site will be supervised by an experienced banks man - No vehicles to reverse unless supervised.

Hours of work will be: Monday - Friday: 0800 - 1700
 Saturday: 0800 - 1300
 Sunday: Not permitted.

Additional information-

- (a) Smoking will not be permitted on site.
- (b) Radios will not be permitted on site
- (c) Personnel will be restricted to the site areas and the welfare facilities provided; food waste must be placed in bins provided. Eating will not be permitted in work area.
- (d) Heras and perimeter fencing is to be erected by the principle contractor.
- (e) Roadways and pavements are to be kept clear and free from any project debris at all times.
- (f) 110 volt power tools only are permitted for use on site.
- (g) Materials are to be removed from site during normal site working hours.
- (h) Behaviour is to be of the highest standard at all times.
- (i) Dress code is to be fully clothed (good condition) at all times with no offensive motifs or lettering.
- (j) Noise:- Contractors are to observe code of practice BS 5228:2009 Noise control on construction & demolition sites.
- (k) Vibration:- Refer to BS 5228:2009
- (l) Principle contractor is to provide information relating to location/s of underground and overhead services.

The Site Manager will ensure that the all preliminary works are carried out before the commencement of demolition. These include:- Service disconnections including existing mechanical and electrical -written confirmation will be obtained from the principle contractor to ensure that all services to the structures have been made safe. If required, further checks will be carried out on site by competent persons.

All work on site will meet BS 5228:2009: 'Noise Control on Construction and Open Sites' - Parts 1, 2 and 4.

It is inevitable that dust will be produced during the demolition stage, although this will be minimised where possible by the selection of controlled demolition methods and the provision of a water sprays.

Soft strip works to all floors will be carried out using manual hand held and hand held 110 volt / petrol power tools, operatives will progress through areas removing all doors, frames, windows, fixtures and fittings, copper piping and general debris etc, where appropriate materials arising will be transferred directly into waiting vans for recycling.

As drain runs are opened up they will be backfilled with crushed hard core to prevent rat infestations, baited traps will also be placed around the site.

Unprotected exposure to the debris arising from bird infestation in disused buildings can result in disease such as ornithosis. Such debris, if it exists, will be dealt with by fully trained persons wearing appropriate personal protective equipment.

All pest control work on site will be carried out by a professional pest control organisation, either from the local authority environmental health department, or from a pest control company which is a member of a recognised trade body.

5. Noise Control

We propose to implement Best Practice Means to control noise, vibration or other nuisance which may cause offence to the local community or environment.

The site will be totally surrounded by fencing to reduce the amount of noise that escapes from the site.

Site gates will be controlled so that they are open long enough to allow people/vehicles to enter or leave and prevent loud noises escaping to the surrounding areas.

A temporary electricity supply will be supplied for power and lighting during the works and at night. No generators will be used after hours.

Where possible, fixed items of construction machinery will be electrically powered rather than powered by diesel or petrol. Where this is not practical, reasonable measures to restrict the amount of time that these are necessary are to be followed.

When machines are not in use they will be shut down or throttled down to a minimum. Machinery that runs continuously and which produces a lot of noise, will be kept in a suitable acoustic enclosure.

Vehicles and machinery used for the work will be fitted with effective exhaust silencers. The equipment will be properly maintained and in efficient working order, and be used in a way that reduces noise as much as possible.

Working times for very noisy work will be:

Mondays to Fridays	10 am - 12 pm and 2 pm - 4 pm
Saturdays	10 am - 12 pm
Sundays and Bank Holidays	No noisy work

On completion of the works the site will be left clear and tidy ready for hand over to the main contractor.

6. Provision of information for Monitoring and Reviewing

The site management team will provide monthly minutes including meetings and reports, to update progress and other matters. A monthly site progress report will be produced.

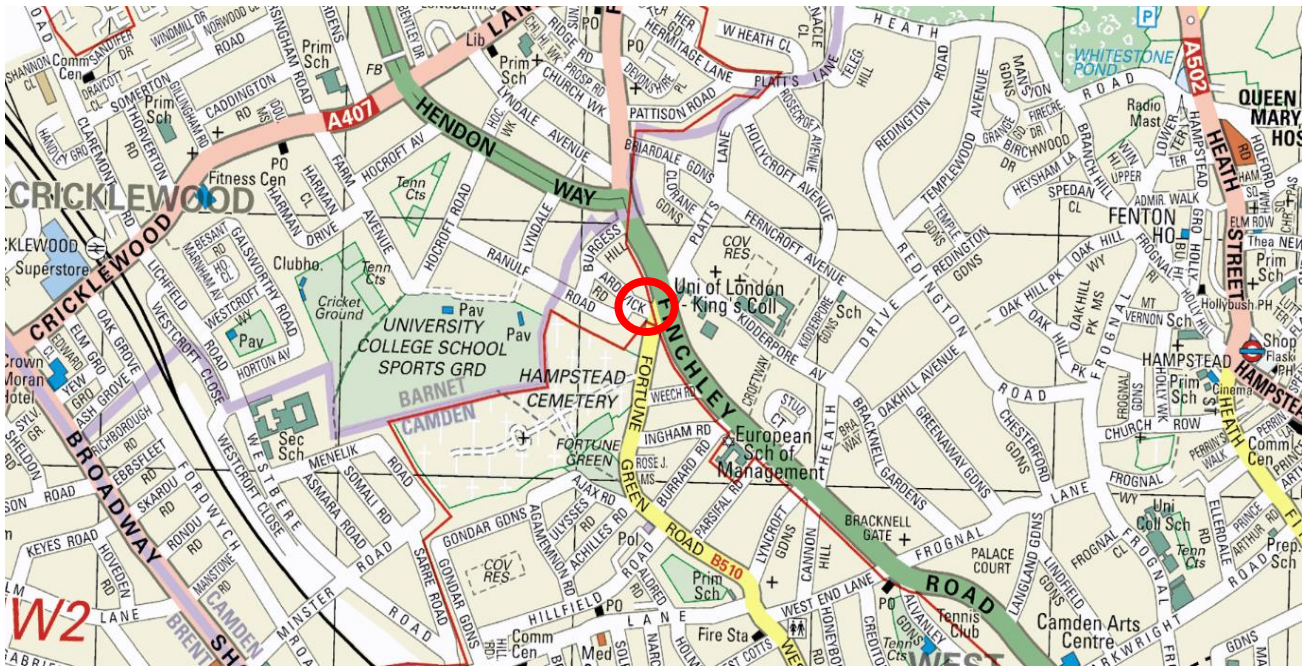
7. Parking of Vehicles for site Operatives and Visitors

There is no real facility for on-site parking. We would expect there to be no more than 1 site related vehicle, at any one time. Parking in the area is restricted to resident permit holders only with controlled hours of Monday to Friday between 10:00 – 12:00.

All site operatives and visitors alike will be encouraged to use public transport or the Pay & Display Car Park located 0.8 miles from the property.

Materials will be stored within the boundary of the site. There will be no general parking on site and all sub-contractors will be informed at the pre order meeting that the surrounding area is for

resident parking only. All subcontractors will be encouraged to use public transport, where possible.



Map of local area with site outlined in red

8. Proposed routes for Vehicles between the site and TFL Network

Details of agreed access/egress routes will be issued to all the suppliers and subcontractors. This will be policed as far as practical but it must be recognised that we have no jurisdiction over the vehicles once they have left our site. Where possible Vehicles will approach the site from Finchley Road or Fortune Green Road.

9. Community liaison measures

Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign-in at the site offices. The site Manager will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

The site hoarding will include relevant contact details in case of enquiry, complaint or emergency. And include information regarding the project.

Other points that will be actioned:

- Ensure that site lighting does not affect neighbours.
- Ensure that the workforce maintain a respectable standard of dress code.
- Encourage operatives not to leave site in their dirty work clothes.
- Register the project with the Considerate Constructors Scheme.
- Provide ID cards/badges for all operatives.

10. Conservation area and Listed Building features

The site is not listed and is not within a conservation area. However, it is proposed to create a property which has a positive effect on the contribution and enhance its character and appearance.

11. Proposed hours in which vehicles will arrive and depart

Ardwick Road and Fortune Green Road is wide enough to allow deliveries and drop offs without interrupting traffic. Access to adjoining and adjacent properties will not be affected by the works. In general the hours in which vehicles will arrive and depart will coincide with site hours which are 8.00am to 5.00pm in the evening.

The frequency of vehicles will be limited to no deliveries before 8.00am and no deliveries after 5.00pm Monday to Friday and, 8.00am until 12.00pm on Saturdays. No deliveries will be allowed on Sundays and Bank holidays.

It is anticipated that the frequency of vehicles attending site at peak operating times will be a maximum of 1 to 2 ridged back Lorries per day during the demolition process and early part of the construction. This will also include cement Lorries of the construction of the foundations. This will diminish as the works progress out of the ground to 1 Lorry per day.

A strict delivery procedure will be implemented to ensure that overruns with delivery vehicles are minimised. All sub-contractors will be required to give 48 notices of deliveries.

All road vehicles will comply with the requirements of the Low Emission Zone.

12. Loading and Unloading of Plant and Materials

All materials and plant will be loaded/unloaded within the site boundaries or in Ardwick Road/Fortune Green Road from waiting vans/lorries with drivers in attendance.

To avoid nuisance to residents on Ardwick Road and Fortune Green Road no idling of engines is to be allowed. All deliveries will be pre-allocated timed slots to reduce obstructions.

Materials and plant will be either off loaded by crane or manhandled to the storage area located within the rear garden area. The vans/lorries will park for a time no greater than quarter of an hour to reduce obstructing the Road.

In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.

13. Size of Vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site.

These include:

Skip lorries. These will include roll on/roll off skips for demolition works (approx size 6m long and 2.4m wide).

Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx size 8.5m long and 2.45m wide).

14. Storage of Plant and Materials used in Construction

Materials will wherever possible be placed directly into the work area. Materials and plant that require storage will be placed within the boundary of the building. The materials will be stored in a pre-arranged rotation sequence to avoid unnecessary storage of materials for long periods.

15. Erection and Maintenance of Security Hoardings Including Public Viewing and Decorative Displays

The site will be made secure by erecting a timber hoarding to restrict ingress. A hoarding fence shall be erected at the front of the site bounding Ardwick Road and the side of the site bounding Fortune Green Road with a portion of the public pavement taken under license from Camden, if necessary.

The hoarding fence shall be erected, maintained, illuminated and removed in accordance with the provisions of the Highways Act, 1980, and any other relevant statutory enactment.

The timber security fencing boundary of the site shall not be less than 2.4 meters in height, faced with plywood, to provide a smooth face and painted in a light uniform colour, unless otherwise agreed with the Local Authority.

Unless otherwise agreed, a minimum 1.22 meters (4 ft) width of footway, clear of all obstruction, must be left alongside the hoarding during erection and dismantling of the structure, to comply with Chapter 8 of the Road Traffic Regulations Act 1984 and the requirements of Disability Discrimination Act 2003. Where such minimum width cannot be provided, and also in cases where a width of 1.22 meters (4 ft) would be inadequate, a suitable platform may be required as an extension from the hoarding to serve as a footway, either wholly or as an addition to the remaining width of the permanent footway.

The hoarding will have Site Safety and Exclusion Notices fixed in accordance with HSE recommendations.

The site hoarding will include relevant contact details in case of enquiry, complaint or emergency and include information regarding the project.

There will be no facilities for public viewing and casual visitors will be discouraged. As a result there will be no need for decorative displays or sales signage fixed on or around the site during the construction period.

Kerb protection and safety barriers will be provided to the scaffolding on the external elevations as appropriate. The base of the scaffolding is to be properly and adequately illuminated.

16. Wheel Washing Facilities

A shovel and brush are to be used to remove any detritus that falls from the vehicles on to the road way and wheels washed down with clean water when required.

17. Details of how pedestrian and cyclist safety will be maintained

When vehicles are attending the site, loading and unloading in Ardwick Road and Fortune Green Road will be supervised by a road marshal.

With regard to cyclist safety any delivery vehicle parked within the loading area will be coned off to direct the cyclist around the lorry.

18. Control of Dust and Dirt During Construction

It is expected that as delivery vehicles are only driving on hard surfaces that dust and dirt will be kept to a minimum.

A site foreman will inspect the site and the local highway on a regular basis for dust and dirt. The site will be hosed down with a light spray periodically after inspection, to keep dust levels within the site to a minimum.

Wherever practically possible powered cutting equipment will be fitted with dust extraction or water spray to reduce the amount of dust generated. Use of powered equipment for cutting will be kept to a practical minimum.

The area of work will be swept at the end of each working day after damping down. Waste and dust collected will be placed in sealed bags and placed in a predetermined area ready for collection.

19. Scheme for Recycling/Disposal of Waste Resulting from Demolition and Construction Works

The approach to the treatment of waste will be to employ a specialist waste management contractor as a trade package.

The contractor will be responsible for:

- Ensuring the site is kept clean and safe.
- The collection of waste from a central point.
- Segregation of waste and recycling on site.

The waste management contractor will ensure that all access routes, fire escapes and staircases are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project. All general areas of the project will be swept clean on a weekly basis. Sub contractors will be responsible for removing waste emanating from their works to a central point on site.

Empty returnable crates, pallets and other containers will be collected and returned on the delivery vehicles as soon as possible after use. Non-returnable items and packaging will be collected on a regular basis from around the site, broken down to reduce bulk, and placed in bags ready for collect to be taken to approved council amenity sites within the local area.

Recyclable materials will be stored separately ready for removal by a specialist contractor and taken to an approved Council Recycling Centre within the local area.

20. Parking bay suspension and Temporary traffic management orders

Suspension of resident parking bay will be kept to an absolute minimum, for the use of a licensed covered skip.

21. Details of any highway works necessary to enable construction to take place

This will be limited to forming temporary service/ utilities connect required for the construction process.

22. Energy usage

Where practicable, we seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored.

23. Details of any other Construction Sites in the local area

To be reviewed at construction start.