

## Construction Management Plan

15 Lyndhurst Terrace, NW3 5QA

November 9, 2015

### **Draft Construction Management Plan**

#### **Introduction**

The following draft construction management plan demonstrates that the proposed development both manages and mitigates any potential impact the amenity of neighbours and on the ecology during the construction phase. In producing the document, account is taken of guidance related to Camden's Core Strategy Policy CS5, and policies PD20 and DP26.

#### **Special Considerations**

Due to the constraints imposed by the location and site configuration, special consideration must be made for vehicle movements, deliveries and removal of waste materials. Where possible the works will be carried out using small plant and equipment and any construction traffic will be directed to approach the site from the west to avoid conflict with local traffic where the width of the road adjacent to the site is reduced.

Access to the site will be via the existing vehicular and pedestrian opening in the front wall brick, due to the dilapidated state of the front wall it will be temporarily propped and protected.

Outline Demolition, Construction and Management Plan-Transport Considerations

#### **Start and End Dates**

It is anticipated that the demolition, site clearance and preparatory works will start 14 – 16 weeks after Planning Permission is granted and will take approximately 10 weeks. During this period the detailed design will be developed, the tender process for the main construction works will be undertaken and a Principle Contractor will be selected and appointed.

The length of the construction period is anticipated to be between 12 and 15 months, but is an estimate and the length of the final programme may vary.

The construction period will be agreed with the appointed contractor prior to starting on site and it will be a priority to stress that every effort will be made to reduce the duration of the works in order to minimise disruption to the neighbouring properties.

The programme period may be greater than would normally be expected as a result of the special measures required to minimise the impact on the operation and safety of the Public Highway, access, constraints and the restrictive nature of the site confines.

### **Working Hours**

Camden requirements (8:00am to 6:00pm Monday to Friday, 8:00am to 13.00pm Saturday) will be complied with. No works to be carried out on Sundays or Bank Holidays.

### **Access Arrangements for Vehicles**

The permanent site foreman will be responsible for managing traffic movements including road, rigid transport and restriction of delivery times. All suppliers and sub-contractors will be made aware of traffic restrictions and their compliance to be agreed as part of their appointment.

The selected Principal Contractor will be required to develop their programme and proposed sequencing of the works in such a way that there is only one delivery to site at a time in order to minimise congestion and allow sufficient space for the vehicle to turn.

### **Vehicle Routes Affecting the Transport for London Road Network (TLRN)**

It is anticipated that all delivery vehicles will approach and depart the site from the Thurloe Road.

It is also proposed that appropriate signage, including contact details for the Site Agent, will be installed in the local vicinity to direct deliveries.

Sizes of Vehicles, Frequency, Times of Day etc

### **Vehicle Manoeuvring Locations**

It will be a requirement of the Appointed Contractor that the site will generally be served on a day to day basis and it will be emphasised that the site will be mainly served by small vehicles, which can manoeuvre safely into the site entrance.

It is however recognised that in exceptional circumstances there maybe the need to accommodate specialist material deliveries on larger vehicles and the Pre Construction Phase Health and Safety Plan will require the Appointed Contractor to identify these and develop a detailed access statement in full consultation with the Local Authority.

### **Highway Works Necessary to Enable Construction**

No construction works are envisaged on the Public Highway and the footpath immediately outside the site will be maintained throughout the construction period. It is proposed that the existing services including gas, water, electricity, telecom etc serving the site will be retained. A full survey to establish the position and current condition of the various services will be undertaken prior to commencement of the demolition phase and if required the relevant Statutory Undertakers will be engaged to undertake any remedial works or upgrades identified.

### **Parking and Loading Arrangements**

It is envisaged that all materials will be off loaded and distributed by a small machine or hand within the confines of the site.

### **Parking Bay Suspensions / Traffic Management Orders**

Proposed Overhang of Public Highway - N/A

Details of Any Temporary Buildings Outside the Site Area - N/A

Hoardings Required

The existing brick walls along the public footpath at the front of the site are to be retained, with a movable timber section and gate in the section of the removed wall. Likewise, the boundary to the neighbouring residential properties will be protected as necessary for the duration of the construction works.

A temporary 1.8m high timber hoarding is proposed along the site boundary. Details to develop by the Appointed Contractor, in accordance with the tree protection strategy of the Landscape proposals.

### **Pedestrian and Cyclist Safety**

As noted above the public footpath at the front of the site will be maintained throughout the duration of the works. There are no designated cycle ways along Lyndhurst Terrace and the site foreman, at the roadside, will manage pedestrian and cyclist safety when vehicles are entering and leaving site.

Discussions will be held with the Highways Authority, and appropriate signage and guarding will be erected as required.

### **Reduction of Traffic Congestion**

The construction programme will carefully identify site activities that generate vehicular ingress and egress to the site, and in particular will quantify haulage vehicles numbers with regard to removal of waste material and excavated spoil, together with frequency and timing of bulk material deliveries.

A timetable for vehicular movement will thus be produced to properly coordinate the arrival of delivery vehicles at site to prevent queuing on the road, while awaiting access into the site. In-cab communications will be considered to prevent this and monitored by the site foreman.

### **Control of Movement of Large/Heavy Goods Vehicles**

Please see points above.

Construction Material Consolidation Centres

Construction material is to be consolidated to reduce bulk. Where appropriate and possible hardcore is to be reused, as will surplus arising, to minimise transport movements.

### **Dirt and Dust on the Highway**

All materials and waste will be bagged and the Public Highway outside the site, in particular the vehicle entrance, will be swept and kept clean at all times.

It will be a requirement that the Appointed Contractor employs water sprays, and if necessary wheel washers, to remove and suppress dust before vehicles leave site. No skips will be deposited on the Public Highway.

### **Construction Working Group**

The selected Principal Contractor will hold be available to hold regular meetings with the residents, updating them with their programmes and schedules, to keep all parties informed of the construction activities and address concerns and anxieties. The selected principal Contractor will have a dedicated site manager (and/or site foreman) who will be present on site at all times during the working hours, and who will be available to communicate with the residents of Lyndhurst Terrace on a day to day basis. When selecting the Principal Contractor, the design team will place great importance on their previous experience in community liaison and dealing with projects of a similar nature and site constraints.

### **Considerate Constructors Scheme (CCS)**

The site is to be registered under the CCS scheme and the Principal Contractor must demonstrate experience and previous good compliance levels under the above scheme. Contractors will also be required to follow the “Guide for Contractors Working in Camden” also referred to as “Camden’s Considerate Contractor’s Manual”.

### **Accumulative Effect of other Developments**

The selected Principal Contractor will be required to coordinate the construction work with other developers around the area to plan traffic movements and minimise congestion

### **CMP Statement**

The Principal Contractor will be required to be appointed under the Construction Design & Management Regulations 2007 and comply fully with the legislation. The agreed contents of the CMP must be complied with unless otherwise agreed with the Council. The person responsible for implementing the CMP shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter.

### **Any Other Relevant Information**

In particular attention will be given to the measures proposed to control the impact of site operations likely to cause disturbance to the local environment including noise, dust, vehicle movements etc.

The selected Principal Contractor will provide the residents with the principal staff’s contact details, emergency telephone numbers and email addresses to streamline communications. If the council require, it can also be requested that the principal staff associated with the construction works provide their CV’s.

### **Draft Demolition, Construction and Management Plan - Controlling Environmental Impacts**

The site will be registered as a CCS

### **Air Quality, Dust and Other Emissions**

#### **Dust**

Good environmental practice demands that dust emissions are controlled at all stages of demolition and construction, to be implemented through the BMP.

Methods will include controlling dust at source through use of fine-water spray, screening and damping down during all demolition activities, preventing areas of waste to build up on site.

### **Air Pollution**

Under the Clean Air Act it is an offence to burn anything that produces dark smoke. Vehicle and machinery emission are potential sources of air pollution and all construction vehicles will meet the current Euro Standards, by use of low emissivity fuels on site. Similarly, abatement technology such as diesel particle traps and oxidation trays will be fitted to reduce exhaust emissions.

### **Noise and Vibration**

Essential building operation that cause noise and vibration, will be restricted to the core working hours (as above) and will be governed by the 'Best Practice Means' to reduce negative effects and increase beneficial effects on the environment by controlling noise, vibration or other nuisance which may cause offence to the local community or environment. For example, impact-driven piling will not be used, where possible electrically driven machinery will be used, infrequently used machinery will be switched off or throttled down, vehicles and machinery will be fitted with effective exhaust silencers.

### **Hours of Operation**

The Council requirements will be strictly adhered to.

### **Location of Equipment**

Both for site operational logistics and to protecting the existing ecology on site, the areas at the front of the house will be designated for site set up and storage. It is also envisaged that part of the new ground floor slab will provide temporary space for material storage and waste management. This will leave the rear part of the site intact and ecologically undisturbed during the construction phase.

### **Site Waste Management Plan**

The appointed Principle Contractor will be required to prepare and implement a Site Waste Management Plan prior to starting on site - in accordance with Site Waste Management Plan Regulations 2008 legislation. The plans must record details of the construction project, estimates of the types and quantities of waste that will be produced, and confirmation of the actual waste types generated and how they have been managed.

### **Construction Logistics Plans**

In accordance with Planning Policy Guidance 13 and the Traffic Management Act, the London Plan, the Principal Contractor will be required to demonstrate how construction materials are to be delivered and waste removed in a safe, efficient and environmentally friendly way. The Principal Contractor will monitor CO<sub>2</sub> deliveries to and from site and produce documentation in compliance with ISO 14001 policy, with the aim to cut congestion on London's roads and ease pressure on the environment.

## **Special Considerations**

### **a) Demolition/Excavation**

These works will be carried out substantially by hand using small mechanical plant and equipment suitably attenuated to ensure noise audible at the boundary would be significantly less than the maximum permitted by Camden. All materials arising will either be utilised within the construction or carted away on medium to light truck sized vehicles. There will be no burning on site.

### **b) Piling**

This will be executed using a mini-piling rig capable of passing through the entrance gate. The piles will be flight auger bored in preference to driven or vibro type. Arisings will be dealt with as above and concrete will be for the most part, pre-bagged, mixed on site and introduced into the bores using a tremi. Pile proving will be carried out by sonic methods, not by kentledge or drop testing. Reinforcement cages will be formed from short lengths delivered on small transport and joined on site.

### **c) RC Foundations, basement construction and Superstructure**

The concrete and reinforcement materials will be similarly administered to those used for the piling above. Formwork will be constructed on site or pre-made sections capable of delivery on small transport and manual handling. Where possible the use of circular saws will be minimised with preference to cutting by hand to limit noise levels. The use of percussion tools will be limited to obviate unnecessary nuisance.

### **d) External Glazing, P.C. concrete units, and other Pre assembled Components.**

The design and specification intention is to achieve a speedy weather tight superstructure by use of pre-made offsite components. The dimension of these components will be specified to enable the components to be delivered on small to medium crane mounted trucks. Material handling within and around the site will utilise using trolleys or track ways thereby minimising the need for a crane.

### **e) Vehicle Parking**

No operatives or site personnel will be permitted to park in and around the site. Any tools or equipment will be delivered to site and the vehicles moved away from the area and parked elsewhere. Operatives will be encouraged to use Public Transport where possible.

### **f) Traffic Management**

A full time site foreman will be engaged to control vehicle entry into the site and on site loading of the plant and materials.

Deliveries and materials to and from site will be confined to off peak times, but during working hours.