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Construction Management Plan

METHOD STATEMENT FOR PLANNING STAGE
November 2015

36-52 & 20 Fortess Grove, London NW5 2HB

This report accompanies a planning application for the redevelopment of 36-52 & 20 Fortess Grove.

1.0 INTRODUCTION

1.1 Existing Site

The site is currently mixed use, comprising of a vehicle repair workshop and one house which fronts Fortess Grove. The site covers approximately 0.17ha and sits between Fortess Road and Leverton Street, which is just North of Kentish Town Station in the London Borough of Camden. Access to the site from both streets is via two small mews, Fortess Grove and Railey Mews.

1.2 Proposed Construction Works

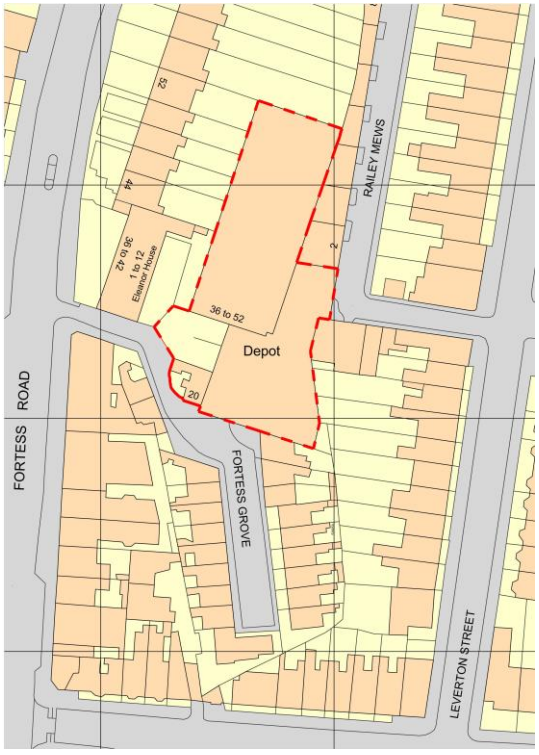
Partly demolishing the existing buildings and retaining part of the existing external walls in order to erect 8 new 3 bed houses, 1 new 2 bed house and over 1000m² new flexible employment space. Number 20 Fortess Grove is to also be refurbished to its previous state.

1.3 Aims & Objectives

This Construction Management Plan has been prepared to demonstrate that the practicality of procuring the redevelopment of the site has been fully considered at this stage. It has been prepared in two parts, Specification and Construction Management Plan and it is supported by the Structural Feasibility Report produced by Blythe and Blythe Engineers submitted with the planning application for this site.

The strategy adopted aims to minimise disruption for neighbours by:

- Minimising access to the works from Railey Mews
- Ensuring that a Good Neighbour Policy is in place
- Minimising disturbance to the residents of Fortess Grove by creating a structured traffic management plan



OS Plan As Existing

2.0 OUTLINE SPECIFICATION OF STRUCTURE AND ENVELOPE

2.1 General

The project is aiming to achieve a BREEAM rating of Very Good for the commercial units and Code for Sustainable Homes – Code Level 4 for the proposed housing. Therefore the construction materials and methods of waste management will need to be carefully considered by the contractor.

2.2 Demolition

The works include demolishing the existing roof structure of the two warehouses and retaining all existing perimeter walls. The proposed demolition will not have adverse structural implications on the neighbouring buildings as long as a safe demolition sequence and temporary propping is followed.

All demolition is to be carried out under strictly controlled conditions. A competent demolition contractor will have to be appointed and a demolition method statement will need to be produced. This should address all potential issues and will have to be issued to the Structural Engineer for comments prior to any works on site.

Asbestos removal will only be undertaken by suitably qualified companies.

2.3 Excavation

It is assumed that the existing perimeter walls have small and shallow foundations. These will be inadequate for supporting loads from the proposed structure and therefore the proposed buildings will be erected on new foundations.

Residential

To minimise risk of damage, the ground floor slab will be constructed from suspended in-situ concrete cast on compressible void former.

Commercial

It is predicted that the commercial building will require large reinforced pad foundations. The excavation for these will be away from the existing perimeter wall resulting in negligible impact. For the perimeter columns it is proposed to use ground beams spanning between pads and cantilevering to pick up the columns.

2.4 Frame

Based on a visual inspection it can be assumed that the existing construction is load bearing masonry with ground bearing concrete slab. Further information is detailed in the Structural Feasibility Assessment.

Residential

It is proposed to construct the houses with loadbearing masonry with timber floors spanning between steel beams. It is assumed the foundations will be trench fill concrete.

Commercial

A steel frame with metal decking floors is proposed for the commercial building. The majority of the floor loads will be transferred through internal columns and it is expecting the building will require large reinforced pad foundations.

2.5 Roofs

The roofs of both the commercial and residential units are proposed to have green roofs. This is illustrated on Drawing No. 687-LY-OR01 Rev A 'Roof Plan as Proposed'.

External rainwater pipes to be powder coated aluminium where required.

2.6 External Walls

The façades are proposed to comprise of a combination of brick, timber, silver metal and white render. All materials will be approved post planning stage following a review of samples.

Walls generally to be constructed of a standard brick and blockwork cavity wall partially filled with insulation. An acoustic report is to be produced during building regulations stage to ensure adequate acoustic insulation is provided for the external walls parallel to houses facing Railey Mews.

External walls with metal cladding to be constructed of a light weight metal stud system filled with mineral wool insulation.

2.7 Terraces

Any accessible terraces to have dark grey metal balustrades at least 1100mm high.

2.8 Windows & External Doors

Windows will be double glazed with dark grey metal frames. All windows subject to overlooking are to be non-openable and fitted with obscure glazing.

All main entrance doors to the residential units are to be timber. House Type C is to have a secondary metal external door to allow access to a private bin and bike store.

The primary entrance to the commercial building is to be a metal framed glazed double door system, complete with security ironmongery and door closers. A secondary fire exit is located at the rear of the building facing Railey Mews. This door is to be connected to the fire alarm system with the intention of only being used in case of emergency.

2.9 Security

To comply with Secured by Design and achieve certification.

The development proposes a controlled gated entrance at the start of the passage from Fortess Grove to residential units 1 – 8.

Please refer to the Structural Engineer's Structural Feasibility Report for further details.

3.0 COMMERCIAL AREAS GENERALLY

3.1 Construction

The works shall comprise the construction of safe, water and weather tight accommodation as depicted on the drawings.

3.2 Future Use

The exact future use/s of the commercial units has not yet been confirmed but the proposal is aimed towards the creative industries. The design of the ground floor units is aimed towards a more industrial use. There is an allowance of 3 metres head room and a roller shutter adjacent to the main entrance will allow for large material deliveries. The first and second floor has the ability to accommodate a number of brightly lit studios for companies within the creative industry.

The commercial building has been designed to be separate from the residential units. Whilst both main entrances are accessed via Fortess Grove, all bin stores, cycle stores and outdoor courtyards are separate.

3.3 Access

The scheme has been designed in accordance to Part M Building Regulations.

4.0 CONSTRUCTION MANAGEMENT PLAN

4.1 Programme

The construction programme will be approximately 12 months which includes the demolition of existing buildings. This is subject to tender and contract negotiations.

4.2 Site Set Up

Temporary site accommodation for site management offices and welfare facilities will be provided on the site.

4.3 Site Access for Construction Vehicles and Deliveries

All arisings will be disposed of by large tipper lorries exiting the site via Fortess Road. A banksman will mind the contractor’s vehicles / street area to ensure that the footpath is clear at all times.

4.4 Protection of Trees

There are no trees on site. There are trees close to the site on Fortess Grove and some small trees are existing in the front garden of number 20 Fortess Grove. They will all be protected during construction.

A method statement will be submitted for approval prior to commencement of the development works.

4.5 Site Protection

The site will be surrounded by a 2.4m high hoarding

Main personnel and vehicular entrance to the site will be via Fortess Grove.

4.6 Impact of Construction

The site is largely surrounded by residential buildings along Fortess Road and Railey Mews. These neighbouring buildings will be sensitive to noise, dust and vibration from normal construction activity. The impact of construction will be minimised by

- All strip out materials will be sorted for recycling off site.
- Demolition using mechanical & traditional methods.
- Noise and dust will be controlled by Considerate Contractors Code
- Neighbours will be kept informed as to the likelihood of noisy or dusty work.
- Dust will be minimised by water spray curtains where necessary.
- Neighbouring buildings that have been affected by construction dust will be cleaned down on completion of the work.

4.7 Sustainability

- Demolition & construction waste will be controlled by a Waste & Recycling Action Plan, with site segregation of waste and maximum off-site recycling
- Targets for minimizing use of electricity & water will be part of the WRAP plan

4.8 Good Neighbour Policy

- Contractor will be required to be a member of the Considerate Contractor Scheme and achieve at least 75% rating in inspection.
- Close liaison with neighbours throughout the period of work.
- Working hours will be restricted to within times set out in local authority policy. Noisy operation will also be planned to take place during limited periods when the effect on neighbours will be reduced.
- The new buildings will be scaffolded and sheeted for safe access to carry out the works as well as protecting neighbouring properties from dust and debris which would in any case be kept to a minimum.
- As discussed during a public consultation meeting, the contractor will be required to clean the windows of the immediate neighbouring properties once a week.
- There is considerable concern in the local neighbourhood as to the removal method of any asbestos. The local community are to be kept informed as to the methods of asbestos removal.

5.0 TRAFFIC MANAGEMENT

5.1 Proposed Hours in Which Construction Vehicles Will Arrive and Depart

In general hours in which vehicles will arrive and depart will coincide with site hours which are 9.30am to 4.30pm Monday – Friday and 8.00am to 1.00pm on Saturdays. However, there may be occasions when heavy / wide loads will need to be delivered and removed from site outside of these hours. Such deliveries will be attended by a Main Contractors member of staff and the local neighbours will be notified.

5.2 Access Arrangements for Construction Vehicles

Access to the site for the demolition construction phase will be via Fortess Grove. In all cases, access / egress for delivery and removal of materials will be planned, scheduled and co-ordinated by the Contractor's logistics manager and all vehicle movement both on and around the site will be controlled by competent and certified banksmen.

The existing forecourt on the site which currently serves the existing building will be used for deliveries. This will enable lorries to reverse into the site and exit in a forward direction. All vehicles will be controlled by a trained banksman.

5.3 Banksman / Road Marshall

A strict delivery procedure will be implemented. The contractor's banksman will ensure that traffic flow on both roads is maintained at all times.

The Road Marshall will act as banksman when vehicles enter the site (both entering in forward gear and should the need arise in reversing).

All subcontractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials will also be controlled by the road marshall. He will be responsible for the coordination and control of all aspects of material deliveries and movements.

5.4 Proposed Routes for Vehicles between the Site and TFL Network

Details of agreed access / egress routes will be issued to all suppliers and subcontractors. Vehicles will approach the site via Fortess Road.

5.5 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 included roll on roll off (approx. size 7.5m long and 4.4m wide)
- Standard 8 yard skips for waste (approx. size 7m long and 2.4m wide)
- Ready mix lorries (approx. size 8.25m long and 2.45m wide)
- Flatbed 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)

Large Vehicles:

All contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet all of the following conditions.

- Operators must be a member of TFL's Fleet Operator Recognition Scheme www.tfl.gov.uk/fors or similar at the Bronze level.
- All drivers must have undertaken cycle awareness training such as the safe Urban Driver module through FORS or similar.
- All vehicles associated with the construction of the Development must:

i. Have side guards fitted, unless it can be demonstrated to the reasonable satisfaction of the employer, that the lorry will not perform the function, for which it was built, if side guards are fitted.
ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera, a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
iii. Have a Class VI Mirror
iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

5.6 Parking and Loading Arrangements

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. The movement of materials will also be controlled by a road marshal. He will be responsible for the control and co-ordination of all aspects of materials deliveries and movement.

Vehicles will pull into the site for loading wherever possible at the early stages of the works. A tower crane will be provided to facilitate easy and quick unloading of delivery vehicles. The crane will be up to 25m in radius with a luffing jib so as not to over sail the adjacent properties. Materials will be stored within the boundary of the site.

No parking will be permitted on the 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.

5.7 Parking Bay Suspension and Temporary Traffic Management Orders

Suspension of any resident parking bays will be kept to an absolute minimum.

5.8 Management of Traffic to Reduce Congestion

Wherever possible, lorries will be brought onto site keeping the road free for general traffic movement.

The main contractor will encourage their sub-contractors to use public transport to travel to site. They will inform potential sub-contractors that parking is very restricted in the local area. Where travel by car or van is essential then directions to local car parks will be given on site.

5.9 Control of Dirt and Dust on Public Highway

Mud and debris on the road is recognized as one of the main environmental nuisances and safety problems arising from construction site.

In the early stages when demolition and ground works are being carried out, wheel washers will be used to wash down all vehicles that enter and leave the construction site.

The contractor will also make provision for the cleaning of the roads.

All muck away lorries will be fully sheeted to minimize the risk of any mud over-spilling onto the highway.

The contractor will consider spraying a fine spray to supress dust on the following:

- Structures and building during demolition
- Unpaved areas that are subject to traffic or wind
- Sand, spoil and aggregate stockpiles
- During loading / unloading of dust generating materials

6.0 CONSULTATION WITH NEIGHBOURS

The Contractor's site team will have direct responsibility for fostering good community relations with all neighbouring residents. A single point of contact will be established for all liaisons with the general public and a neighbourhood consultation group will be set up for this project.

The Contractor will initiate early communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Part of the process will be the inclusion of regular newsletters keeping neighbours up to date with what has and will happen on site. Information boards will also be displayed on the site hoarding which will highlight the key personnel on site including their contact details.

7.0 STATEMENT OF COMPLIANCE

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The Contractor's Project Manager shall work with the Council to review this Construction Management Plan 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.