

CONSTRUCTION MANAGEMENT STATEMENT

Project:

13 & 13A WEST HAMPSTEAD MEWS, LONDON NW6 3BB

Planning Ref:

2014/1182/P 5th January 2016

Contents:

- 1- Introduction**
- 2- The Proposal**
- 3- Access**
- 4- Parking**
- 5- Parking Bay Suspension**
- 6- Deliveries**
- 7- Pilling & Crane**
- 8- Hoarding**
- 9- Basic Hours of Work**
- 10- Construction Noise Vibration & Dust**
- 11- Health & Safety**
- 12- Considerate Constructors Scheme**

1. Introduction

Daniko are aware that construction activity may be an inconvenience at times to others and recognise the importance of timely and proper attention being paid to the impact that construction projects have on their neighbours and persons visiting the area.

This Construction Management Statement outlines the processes and systems that will be put in place to ensure impact is, where possible, negated or mitigated against to reduce negative impact and ensure good neighbourliness.

2. The Proposal

The proposal involves the demolition of the existing coach works and the construction of a new two and a half storey office building. In conjunction with this the conversion of the existing flat, a new roof and ground floor workshop to create a mews house.

Please see separate document for photographs.

3. Access

There are two pedestrian and vehicular access points from West Hampstead Mews into the wider highway network. To the North is the one way street (east bound only) of Broadhurst Gardens. To the west of the mews is the main feeder road, West End Lane.

It is not envisaged that any alterations to the existing highway will be needed to accommodate the vehicular access for the construction works.

The construction site is to be hoarded off from all public access making it very clear where the public realm stops and the construction site starts. Gates will be provided in the hoarding adjacent to the mews courtyard area. This will be utilised for site access providing a controlled point of entry to the construction zone and an easy point of entry for deliveries.

A gated entrance adjacent to the electric substation (within the hoarded area) will be locked at all times and utilised only for parking of the Main Contractor's crew van during the first phase of the construction. Once the ground floor of the office is complete it is envisaged that the hoarded area to the west of the site (beyond the parking space) will also be used for material storage, site office and site staff wc and canteen

4. Parking

It is proposed to provide a single, gated, parking space to the north of the site adjacent to the electric substation within the hoarded area of the construction site. It is envisaged that this gated access will accommodate the Main Contractor's crew van for the most part. However, for certain deliveries it is accepted that it may be necessary to either not utilise a van that day or move the crew van to a roadside meter.

In addition initiatives such as car sharing, travel by public transport, cycling will continue to be promoted with site personnel to mitigate impact on the local community. There are good bus links immediately adjacent to the mews in both West End Lane and Broadhurst Gardens. The nearest Tube Station is equally convenient being in West End Lane just 300 metres north of West Hampstead Mews.

5. Parking Bay Suspension

The site has been in operation as a coach building and subsequently a car repairer for over a hundred years. Access to the front of the building is clearly marked as a no parking zone and access required at all times. Therefore it is believed that public or residential parking is currently not available in front of the building, where the hoarding is shown to be erected, and thus there are no parking bays to be suspended.

6. Deliveries

All suppliers will be notified of the restrictions on access and the tight manoeuvring space available. Suppliers will be encouraged, where possible, to use smaller vehicles in order to manoeuvre safely around the mews courtyard.

Equally it is accepted that a constant stream of deliveries throughout the day is a nuisance to the neighbouring property. Therefore, suppliers will be encouraged to consider an appropriate vehicle size given the limited manoeuvring space mentioned above against that of the need to also reduce vehicular movement and nuisance within the courtyard area.

It is thought that both points of access can be used for vehicular ingress into the Mews, depending upon the size of vehicle and the neighbour parking arrangements at the point of delivery. Each supplier will be instructed to inform their driver to phone ahead prior to arrival and the driver will be instructed as to which junction would be the most appropriate to use, either Broadhurst Gardens or West End Lane. The delivery will then be met by a banksman or the Main Contractor at the junction and appropriate instructions for the delivery made so as to ensure that the vehicles are safely manoeuvred around the mews area and adjacent to the site.

Vehicular egress from the Mews will be determined in the main by which direction ingress was made couple perhaps with how general parking around the Mews has been carried out that at that time. Generally, vehicles will be instructed to leave through the other junction from which they arrive thus avoiding any manoeuvring or turning within the mews courtyard area. All vehicle movements will be conducted either by a banksman or Main Contractor.

Egress from the mews leaving onto Broadhurst Gardens the vehicles will turn right only. Broadhurst Gardens is a convenient link to the main feeder road, the A41.

At no time will delivery or site vehicles leave the mews in a reverse gear or block park/load / unload so as to block the surrounding public highways.

The reuse of existing bricks are currently being considered along with ways of trying to utilise as much off site construction as possible so as to reduce noise, nuisance and number of deliveries whilst also increasing sustainability.

All necessary precautions will be taken to ensure that traffic volumes, mud, dust and debris are kept to a minimum and do not become a nuisance to the surrounding road network.

7. Piling & Crane

It is proposed to cordon off a part of the mews areas immediately adjacent to the works with hording as shown on drawing JH-1063-SP1 Rev C. The hoarding will ensure that the construction zone is clearly separated from the public realm. A piling rig and a crane will be required at various times during the construction.

The piling rig will be required following the demolition of the existing building. The arrival of the rig will follow the same operation as all deliveries in that it will be met by the Main Contractor at the appropriate junction and staff will help guide and manoeuvre the rig through the gates of the hording at the front of the proposed office and onto the office area of the site.

A small crane will be required to move the steelwork and concrete beams / planks on site following the creation of the piled foundations. Investigations are currently on going as to whether to build a tower crane temporarily constructed around the lift core or whether to simply use a mobile crane.

If a small tower crane is used at the lift core, the delivery of the crane parts will follow the same procedure as that of all other deliveries to site. It will be met by the main contractor at the appropriate junction and guided on or adjacent to the site. All crane deliveries will be managed to increase safety of manoeuvring vehicles around the site whilst also minimising nuisance to neighbours.

An alternative and quite frankly a more likely method of lifting on site to that of a small tower crane will be a mobile crane. The mobile crane can be ordered to arrive for specific jobs thus reducing the amount of time around it around the site. Its delivery to site will follow the procedure of all other deliveries. The crane size will of course need to be fit for purpose to lift sufficient weight and sufficient distance. It is believed that a mobile crane positioned at the front of the site, within the hoarding area, would be able to reach the rear of the site and still cope with the loading weight of the steel and concrete planks. The surface around the mobile crane will be protected with appropriate levelling and protection plates provided by the crane supplier. Confirmation is still being sought as to the size of mobile crane and whether it can safely be located within the hoarding area, hence the possible small tower crane alternative referred to above.

8. Hoarding

Plan JH-1063-SP1 Rev C shows the hoarding layout for the site. The use of the surrounding land to enable the erection of the scaffolding and material storage has been negotiated by Pellings.

The mews courtyard area will be hoarded from the party wall junction of 12 and 13 West Hampstead Mews to the corner of 13a and will maintain the security whilst limiting entry into the site through the two gates shown in the 3-meter high hoarding around the construction site.

It is not envisaged that scaffolding will be required to the west side of 13a over the substation. However, a second storey scaffold barrier will be erected on the boundary between 13a and the substation during the roof construction so as to stop any dropping of materials or tools and / or to arrest any falls from height during the construction period.

9. Basic hours of working

External construction work of the fabric of the building will only be carried out within daylight hours or during the time periods detailed below whichever is the greater or as otherwise agreed with the Local Authority.

7.30 am to 6.30 pm Monday - Friday

8.00 am to 16.00 pm Saturdays

No construction work will be undertaken on Sundays or Bank Holidays unless required due to special circumstances such as more appropriate time for deliveries.

Internal light works such as second fix electrics, plumbing and finishes which produce no vibration or audible noise outside the perimeter of the site are not considered necessary to be restricted by working hours.

Work is due to commence upon the approval of the planning conditions. The first phase will concentrate on the creation of the mews house and will take approximately four months to complete. Overlapping with the tail end of the Mews house construction, the demolition of the existing building and the commencement of the piling for the office construction will commence. It is envisaged the office will take approximately seven months to complete.

10. Construction noise, vibration and dust

Danico appreciate that during the external construction stage the potential exists for a negative impact upon the neighbouring properties. We will organised our activities to ensure the adjacent residential houses are able to continue their normal activities with minimal disruption or inconvenience.

Method statements will be produced for various construction activities, in line with Health and Safety requirements, outlining the measures that will be put in place to control construction noise and vibration and mitigating potential risks to health and safety. This will include, but not be limited to, the use of off-site manufacture, modern efficient site plant and equipment to minimise vibration, piling and steel frame construction that has been design to help speed up on site construction.

The procedure to seek Local Authority approval for unplanned events, which may require works to be carried out outside of agreed normal working hours, is dealt with above but is envisaged that it will also be included in the method statement.

Information about the projects construction programme and working hours will be provided to the neighbouring properties in the mews and those adjacent to the construction in West End lane and Compayne Gardens. The Main Contractors contact details will be included within that notification ensuring that this approach keeps all parties informed of the contractor's intentions and that there is a clear mechanism for dealing with any problems that may arise.

All works such as demolition, drilling and cutting can cause dust from construction activities on the site. The control of dust is considered in the designer risk assessment. Danico will carry out their own risk assessment incorporating these methods to reduce the levels of dust and vibration generated by construction activities on site. Some of these methods are, but again are not limited to, dampening down material before demolition, drilling or sawing, using polythene sheeting to contain spread of dust etc.

11. Health & Safety

Daniko's overriding policy for the site will be the health and safety of everyone, the general public and our site operatives and staff. It is understood that the Client will provide a Principal Designer and method statements, risk assessments and Control Of Substances Hazardous to Health (COSHH) assessments will be produced and fed back to the Principal Designer before, during and after all aspects of our works.

12. Considerate Constructors Scheme

The Considerate Constructors Scheme is a voluntary scheme aiming to present a more positive image of the construction industry. Participating constructors commit themselves to higher standards of site cleanliness and tidiness, improved site safety, better site housekeeping and traffic management leading to a reduction in their impact on the local community and the wider environment.

The Scheme gives advice on:

Minimising any disturbance or negative impact (in terms of noise, dirt and inconvenience) sometimes caused by construction sites to the immediate neighbourhood.

Eradicating offensive behaviour and language from construction sites and also ensuring that noise from construction operatives and other sources is to be kept to a minimum at all times.

the needs of traders and businesses, site personnel and visitors, pedestrians, shoppers, the general public and the environment in general, with attention also being given to the needs of those with sight, hearing and mobility difficulties.

The selection and use of resources - local resources should be used wherever possible.

Attention will be paid to waste management and the avoidance of pollution - recycling of surplus materials is encouraged and will be part of the build process.

All on site operatives will be inducted on the issues specific to the site.

There is a school to the rear of the site. The hoarding and scaffolding will be erected to protect any falling material from the site onto the land outside of the construction site zone.

The main Contractor will speak with the school specifically to advise them that they in turn should advise the parents and if necessary children of the sites activities and the dangers involved with building sites and construction.

The working site is to be kept clean and in good order at all times: Temporary safety barriers, lights and warning signs are to be maintained in a clean and safe condition. Surplus materials, rubbish etc. shall not be allowed to accumulate on the site or spill over to the surrounding environment. Dust etc. from construction operations shall be kept to a minimum as per notes within the Designer & Main Contractors Risk Assessment.

Prior to commencement all neighbours will be notified of the development commencing. Information as to how to contact the Main Contractor will be provided as well as providing a program of works and site activities.

Respectable and safe standards of dress, appropriate to the weather conditions, shall be maintained by the site staff at all times. Lewd or derogatory behaviour and language will not be tolerated and will be dealt with disciplinary action and repeated poor behaviour dismissal. Danico and their employees take pride in the management and appearance of the site and the surrounding environment. The site operatives are instructed in how to deal with general public enquiries and how to escalate these quickly to the right persons on site to ensure that queries are dealt with promptly.

Construction operatives and site vehicle movements are to be carried out with great care and consideration for the safety of the general public, school population, and site personnel.

No building activity shall be a safety or security risk to others.

As a considerate constructors, Danico ensure that all site personnel, specialist sub-contractors, drivers and any other persons working on the site understand and implement the obligations of this code.