



Construction Management **Plan**

**New Church Hall at
Roman Catholic Church of St
Thomas More
and Presbytery Maresfield
Gardens Hampstead London
NW3 5SU**

Introduction:

This Construction Management Plan has been produced by RJM Luton Ltd for the demolition, and the reconstruction of a new two storey church hall at St. Thomas More Church, Maresfield Gardens, London, NW3 5SU

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

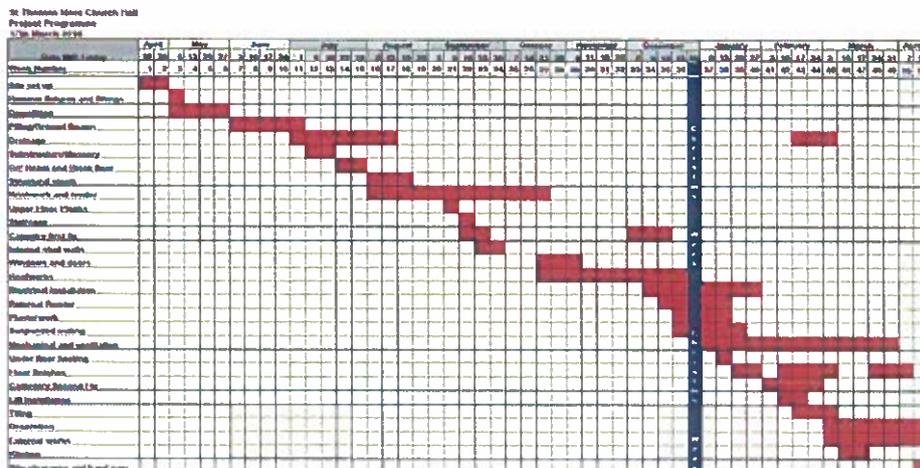
The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

"The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The 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."

It should be noted that any agreed Construction Management Plan does not prejudice further agreement that may be required for things such as road closures or hoarding.

Proposed Programme:

- Commencement 18th April 2016
- Duration 51 weeks
 - Demolition phase 4 weeks
 - Construction phase 47 Weeks
- Site operation hours 8am – 5.30 pm Monday to Friday and 8am – 1pm on Saturdays



The proposed hours within which vehicles will arrive and depart.

In general the hours in which vehicles will arrive and depart will coincide with site working hours, however as the site is opposite a school we will try to avoid site deliveries at school drop off and pick up times.

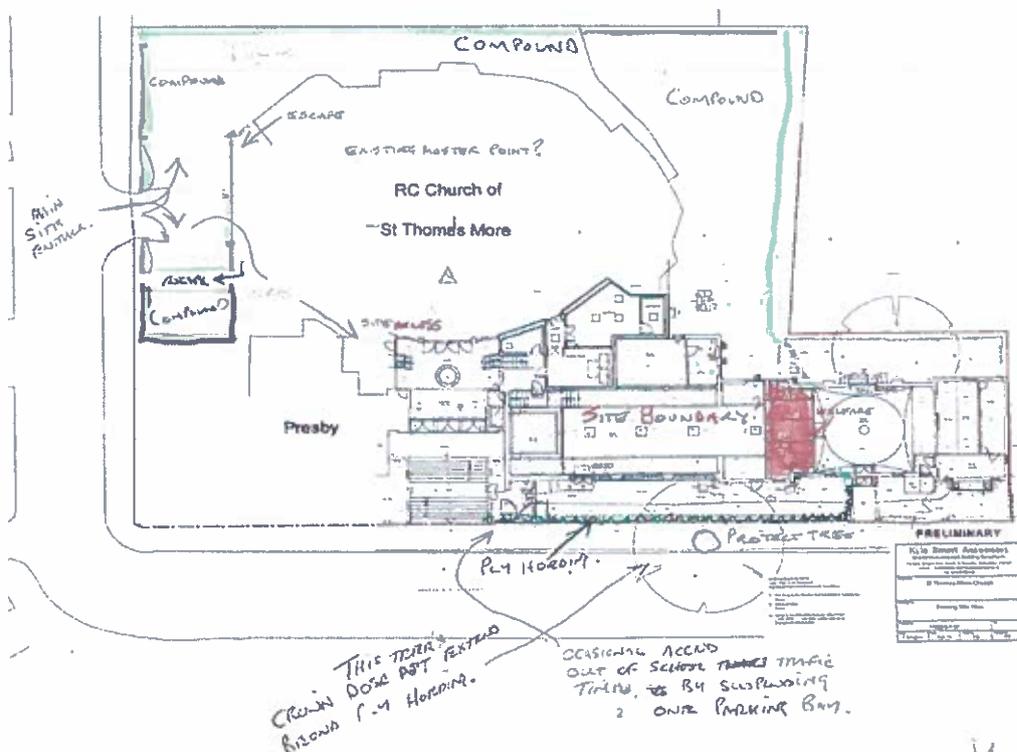
The access arrangements for vehicles:

Access to the site will generally be through the church carpark for demolition and the majority of construction materials.

For plant wider than 2metres and some heavy bulky materials (concrete staircase, hollow core floor beams, readymix concrete) these will be delivered at off peak times and pedestrians will be diverted to the opposite footpath.

A strict delivery procedure will be implemented to ensure that Maresfield Gardens is not overrun with site and delivery vehicles. Our banksmen will ensure that traffic flow on the road is maintained at all times.

All sub contractors and suppliers will be required to give 48 hours notice of deliveries.



Details of any highway works necessary to enable construction to take place: 5 metre wide cross over required, application will be made for a temporary cross over

Parking and loading arrangement of vehicles and delivery of materials and plant to the site. A strict delivery procedure will be implemented to ensure that Marsefield Gardens is not overrun with site and delivery vehicles. Parking and loading will be in the church car-park.

Details of proposed parking bays suspensions and temporary traffic management orders. Not required

Proposed overhang (if any) of the public highway (scaffolding, cranes etc.). scaffold will not overhang the public highway and all crane usage will be limited to unloading and carried out under the supervision of a trained banksman

Details of hoarding required or any other occupation of the public highway. The site area will be enclosed with a 2.4m ply hoarding, this is indicated on the site plan.

Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements.

When vehicles are entering or leaving the site, these will be supervised by our road banksmen. Where vehicle are unloading in Maresfield Garden, this will be supervised by banksman.

The general public/pedestrians will have right of way along the pathways that surround the site. The construction site gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow vehicles onto the site, at which time banksmen will supervise to prevent access by pedestrians. Delivery vehicles will be supervised/controlled by a banksman. When unloading via cranes in Maresfield Gardens the footpath will be closed off and pedestrians will be requested to use the pavement on the opposite side of the road.

Should there be any complaints arising from the works, local residents will be able to call personally to the site offices.

Details of how traffic associated with the Development will be managed in order to reduce congestion.

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

Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented.

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. RJM Luton Ltd will make provision to minimise this problem.

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

We will also make provision for cleaning of the road if required by an approved road sweeper.

We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

We will consider spraying a fine spray to suppress 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.

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

The public access way on the pavement adjacent to the site will be separated by ply hoarding.

A letter drop shall be carried out by the contractor to all surrounding properties affected by the development. The letter will advise residents of commencement and duration of the works along with contact details for the project.

Noise, dust and vibration will be controlled by employing Best Practicable Means (BPM) as prescribed in the following legislative documents and the approved code of practice BS 5228:

- The Control of Pollution Act 1972
- The Health & Safety at Work Act 1974
- The Environmental Protection Act 1990
- Construction (Design and Management) Regulations 1994
- The Clean Air Act 1993

General measures to be adopted by the Contractor to reduce noise, dust and vibration include:

- Erection of site hoarding to act as minor acoustic screen.
- Use of super silenced plant where feasible.
- Use of well-maintained modern plant.
- Site operatives to be well trained to ensure that noise minimisation and BPM's are implemented.
- Effective noise and vibration monitoring to be implemented.
- Reducing the need to adopt percussive and vibrating machinery.
- Vehicles not to be left idling.
- Vehicles to be washed and cleaned effectively before leaving site.
- All loads entering and leaving the site to be covered.
- Measures to be adopted to prevent site runoff of water or mud.
- Water to be used as a dust suppressant.
- Cutting equipment to use water as suppressant or suitable local exhaust ventilation system.
- Skips to be covered.
- Drop heights to be minimised during deconstruction.
- Use of agreed wet cleaning methods or mechanical road sweepers on all roads around site.
- Set up and monitor effective site monitoring of dust emissions.
- Working hours to be restricted as required by the Local Authority.

Dust

The BRE 'Control of Dust from Construction and Demolition Activities' 2003, London Councils/GLA Best Practice Guide "Control of dust and emissions from construction and demolition" and Mayor of London's SPG on 'Control of Dust and Emissions' 2014, which gives best practice guidance on the control of dust and vehicle fumes will be implemented and followed where possible.

Stock piles will be minimised and covered/damped down. A water supply/stand pipe will be available on site for dust suppression purposes.

Vehicle movements: Any loads likely to produce dust shall be covered and wheel wash facilities where necessary will be provided at the exit to the site to prevent tracking of material off site. The contractor will monitor on a daily basis the areas immediately surrounding the site to ensure dust and dirt is minimised. All personnel working in a dusty area shall, where necessary, wear a dust mask deemed suitable by the HSE (Health and Safety Executive) General dust extraction will be used if required and local extraction used whilst wall chasing. On completion of demolition and the heavy structural works, the contractor will get a window cleaning company to attend all overlooking neighbouring properties if required.

Noise

Under the Control of Pollution Act 1974, Part 3, Environmental Protection Act of 1990 and the Noise Regulation Act, noise is a recognised form of pollution and as such can be classified as a nuisance.

