

**Construction Management Plan**

**Project: Ornan Court, 2 Ornan  
Road, London  
NW3 4PT**

**MP Brothers**

**Main Contractor: - MP Brothers Limited**  
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Site Manager: TBC

Construction Management Plan: Number 1

Prepared by: Dev Ruda

Date prepared: 12<sup>th</sup> December 2016

This Construction Management Plan has been produced by MP Brothers for the creation of 2no 2 bedroom apartments by creating a Lower ground floor to an existing block of flats at Ornan Court, 2 Ornan Road, London, NW3 4PT.

## **1.0 Proposed Programme**

### *Main Contract Works*

- Duration: Approx. 60 Working Weeks

## **2.0 Introduction**

This is a proposal for the site at Ornan Court, 2 Ornan Road, London NW3 4PT. The proposed works include creation of a lower ground floor to build 2no new 2 bedroom apartments.

The new lower ground floor will be constructed by underpinning the existing foundations and installing structural steel to support the load bearing walls with masonry external walls.

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 the Construction Management Plan should any problems arise in relation to the construction of the development. Any future revision of the plan must be approved by the council and complied with thereafter.

## **3.0 Construction Start/Completion Dates**

The target finish dates to be confirmed once planning is in place.

#### **4.0 Proposed hours of work**

In general the hours in which vehicles will arrive and depart will coincide with site hours which are 8.00am to 6.00pm on weekdays and 8am to 1pm on Saturday, strictly no working on Sundays. There will be no deliveries scheduled outside of these times. Any delivery vehicles will, pull away upon unloading, hence the vehicles will only be there for a minimal time period.

Noisy work shall only be permitted to take place within the normal construction working hours. We understand noisy work can be disruptive at times, therefore will try our best to reduce the amount of noise generated from the site. However, at times this is not possible therefore we would liaise with our neighbours to forewarn them of the noisy works and aim to carry out these works at times where it would cause the minimal amount of disturbance.

#### **5.0 Access arrangements for Vehicles**

At all stages of this project, the access to the site will remain the same at all times.

Access to the site will be via Ornan road as shown on the site setup plan. The site will be secured via ply hoarding to the front with signage noting who is in charge of the site along with health and safety posters.

All vehicles will arrive on site and park on to the suspended resident's parking bays in front of the Ornan Court from here they will be loaded and off loaded. They would be assisted by traffic marshal/ banks man who would ensure no pedestrians are crossing at the same time.

To minimise all safety risks, a traffic marshal would be deployed to divert all pedestrian traffic as well as vehicular traffic, if necessary.

All vehicles would be told to enter site from Haverstock Hill into Belsize Lane and then onto Ornan Road as shown on the traffic management drawing. This would avoid any traffic disruption caused by vehicles turning in the road. We wish to minimise all unnecessary risks as efficiently as possible.

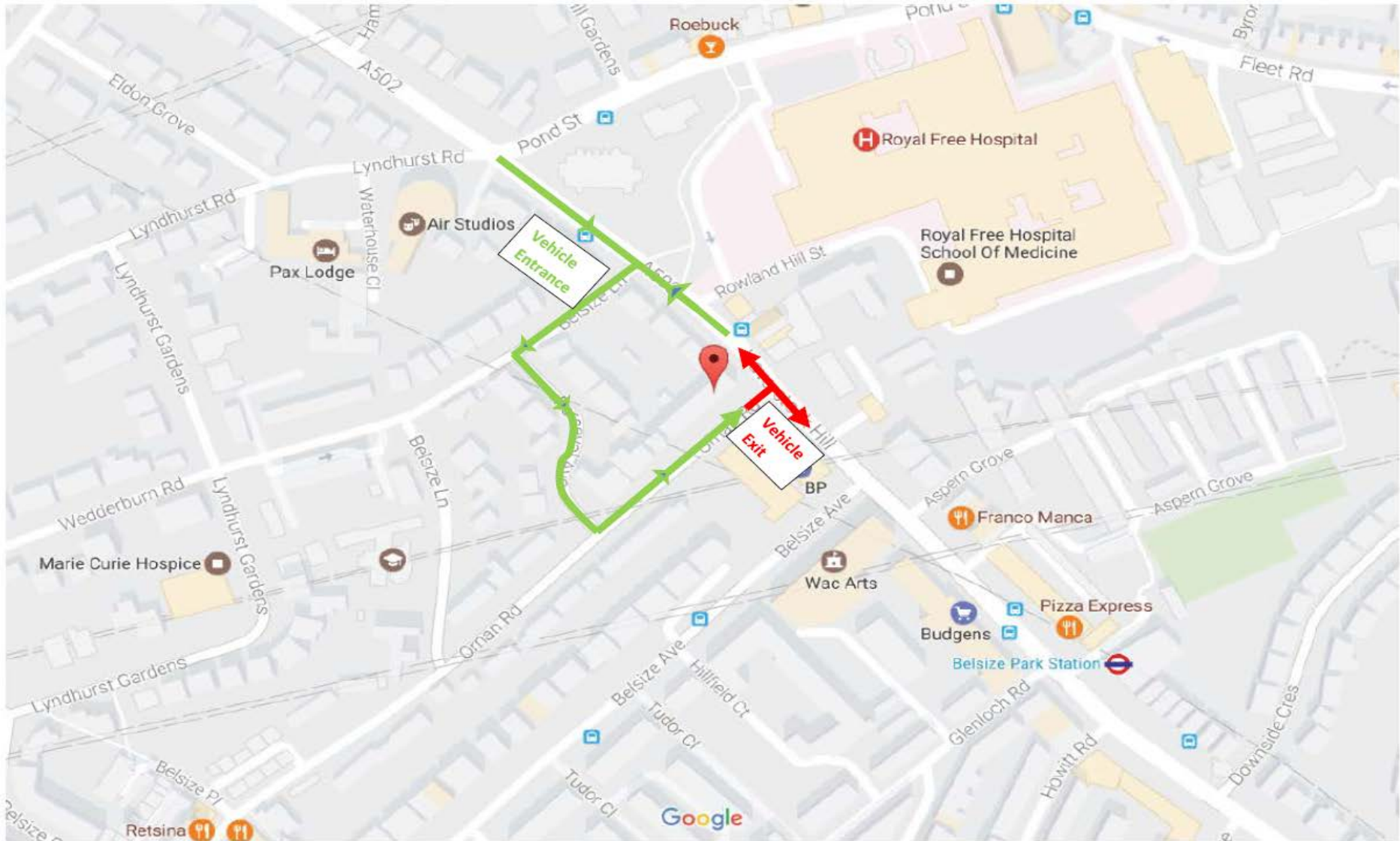
All skips would be positioned outside on the road by suspending the resident's parking bays.

This would apply to all stages of the project and all vehicles would be controlled by a banks man or traffic marshal.

# TRAFFIC MANAGEMENT PLAN

12/16/2016

NW34PT - Google Maps



## **6.0 Size of Vehicles**

Numerous types of delivery vehicles will be used to bring materials to and taken away from the site. These include:

- Skip Lorries. These will include roll on/roll off skips for major demolition works (approx size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approx size 7m long and 2.4m wide)
- Ready mix concrete Lorries. (approx. size 9.2m long and 2.6m wide) – A fully loaded 8m<sup>3</sup> truck will weigh approximately 33 tonnes (depending on the type of concrete)
- Muck-Away Lorries (approx. size 9.1m long and 3.0m wide) - A fully loaded truck will weigh approximately 32 tonnes
- Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, plaster, joinery etc. (approx. size 10m long and 3.0m wide)

On average, we are expecting to have 15-20 delivery and muck away vehicles a day.

## **7.0 Parking and Loading Arrangements**

A strict delivery procedure will be implemented to ensure that Ornan Road is not overrun with site and delivery vehicles. Our road marshals will ensure that traffic flow on both streets is maintained at all times.

All subcontractors and suppliers will be required to give 24 hours notice of deliveries. The movement of materials will also be controlled by our traffic marshals. He will be responsible for the control and coordination of all aspects of material deliveries and movement.

Vehicles will pull into the suspended parking bays for quick unloading of delivery vehicles as shown on the traffic management drawing. Vehicle engines to be turned off whilst being loaded/ offloaded whilst stationary.

When reversing, vehicles will use reversing warning alarm.

Materials will be stored within the boundary of the site which is protected by a timber hoarding.

No parking will be permitted 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 as there is a lack of parking nearby.

## **8.0 Parking bay suspension and Temporary traffic management orders**

Suspension of resident parking bays will be kept to an absolute minimum and we will apply for it as and when required.

## **9.0 Details of any Hoardings**

The site area and the contractor's compound will be enclosed with a 2.4m high timber hoarding. This will be painted and will be adapted as required.

We will ensure that hoarding panels are maintained and kept clean for the duration of the project.

The Hoardings will show all general health and safety signage, along with other general construction hazard and information signs, as well as contact details.

## **10.0 Details of how pedestrian safety will be maintained**

All vehicles entering or leaving the site will be supervised by our traffic marshals. All vehicles unloading will also be supervised by either road marshalls or banks man.

The general public/pedestrians will not have right of way along the pathways that surround the site. The construction site gates will be kept closed and only opened when deliveries are made or wagons come out of the site, at which time barriers will be put across the pavement to prevent access by pedestrians. All delivery vehicles will be supervised/controlled by traffic marshals/ banks man.

Examples of signs used and temporary road closures can be seen overleaf.

## Footpath Closed Sign



**Footpath closed  
Please use footpath  
opposite Thank you**

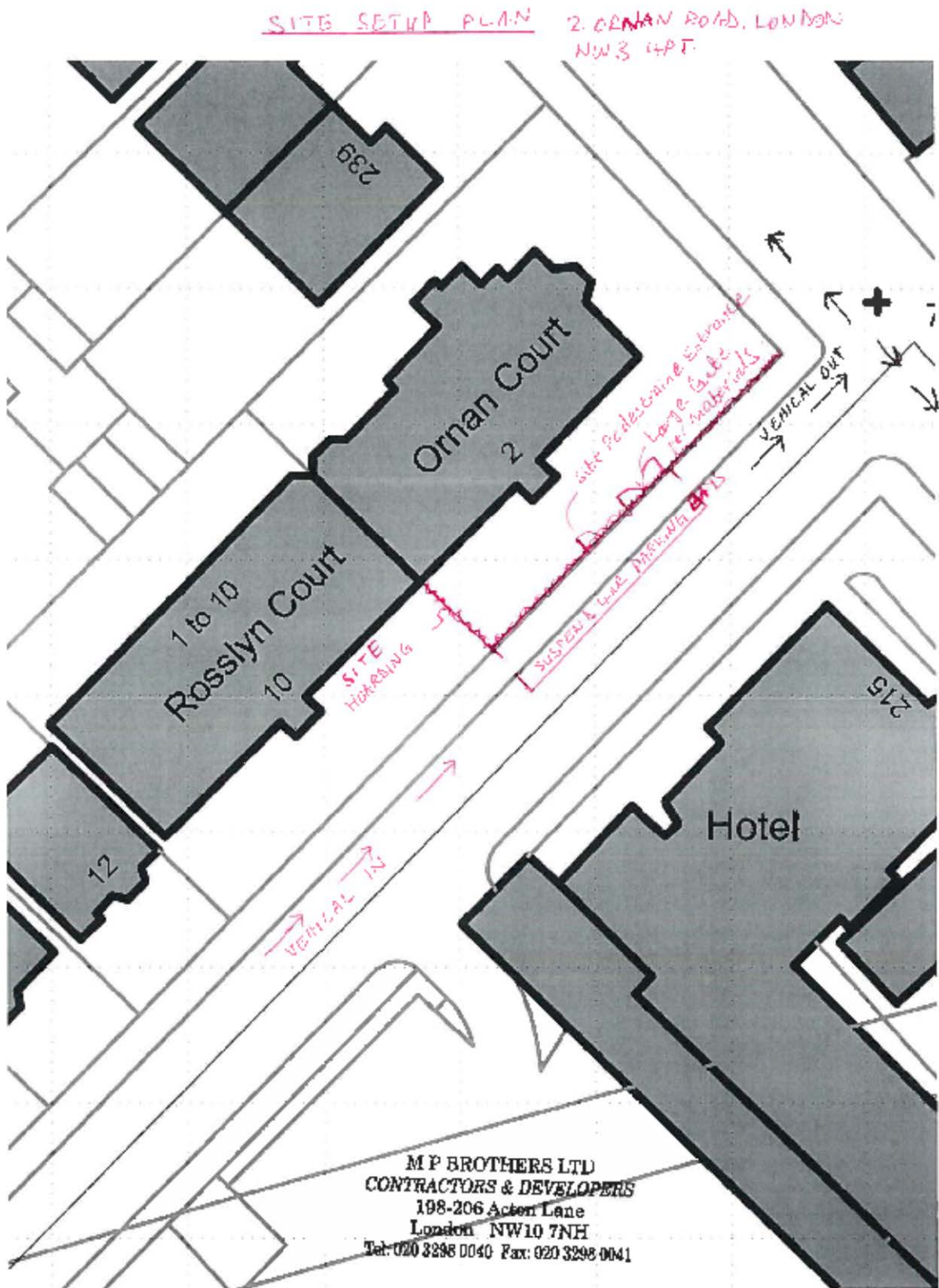
The site manager will also ensure that the external perimeter of the site is regularly swept (twice a day) to ensure that the areas around the site are kept clear of any debris. We will also jet wash the footpath and road in front of our site to ensure muck or debris is all clear.

Should there be any complaints arising from the works, local residents will be able to call the contact number displayed clearly on the site hoarding. A record will be kept of all comments and complaints.

Scaffolding will be erected around the building and will ensure that no components are overhanging over the public highway or anybody else's property.

The scaffolding will be enclosed within a hoarding.

**Site Setup Plan**





## **11.0 Management of traffic to reduce congestion**

Our buying department, along with the site manager would be responsible for the day to day management of all deliveries to the site. These will be booked in advance using a delivery schedule so as to prevent lorry congestion to the road network that surrounds the site. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away.

All delivery vehicles/trucks have been given strict instructions on the traffic management route and the timings of when deliveries can take place. These instructions with the route will be sent along with all orders we place with suppliers and sub-contractors.

We shall encourage our sub contractors to use public transport to travel to and from the site. We shall also inform potential subcontractors that parking is quite restricted in the local area and that residents parking bays must not to be used.

## **12.0 Control of dirt and dust**

It is in our interest as the main contractor to prevent the formation of dust from the site. This can be done by first identifying where the dust would arise and trying to prevent it. Examples of how we will prevent dust are to remove all debris from demolition works as soon as possible to prevent dust caused by wind. If this is not possible for any reason, a way of suppressing the dust is to spray water.

Mud and debris on the road is one of the main environmental nuisances and safety problems arising from construction sites. We will make provision to minimise this problem. All skips will be covered when not being used and when loaded on to trucks before driving away from site.

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 as shown in our site setup plan. Waste water will be diverted into one of the original Manholes on site.

We will also make provision for cleaning of the road if required by one of our site operatives. This would be done at the end of each working day or if required after wagons have driven away from site. If by any chance there are any spillages on any land owned by the council (e.g. Walkways, roads, etc) we will clean this up immediately to prevent any subsequent accidents.

We will insist on all muck away lorry's to 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.

### **13.0 Details of consultation with local neighbours**

Upon completion of the works, any remedial works will be carried out, all as required by the corresponding owners surveyors.

We will take the utmost care of the community and environment within which we will be working.

The site team will have direct responsibility for fostering good community relations with all neighboring residents and businesses.

We will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise later during the construction process.

We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times via our site manager.

Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details. In the event of a complaint, we will respond by return or as soon as feasible. All complaints will be logged, all actions tracked and each item closed out to the satisfaction of all parties.

Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in the Considerate Constructors Scheme and in our health and safety method statement and health and safety construction phase plan.

### **14.0 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.

### **15.0 Fuel consumption**

We strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment as much as we can.

### **16.0 Waste Management**

Our approach to the treatment of waste is to educate all site operatives of effective waste management techniques. They will be informed on how to:

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

The site manager 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.

## **17.0 Rodent Control**

We have visited the site a number of times and based on our findings, expertise and construction knowledge, we believe that there is no necessity for advice from an accredited company. Upon our site visits, we have thoroughly surveyed the site and did not discover any signs of rodents or droppings.

## **18.0 Noise Control**

**Reduction in noise disruption will be achieved by: -**

Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site.

Strict adherence to the site working hours.